Interim Draft Report

Transportation Existing Condition Report

February 26, 2025
Walker Environmental Group

TYLin Project #: 100482

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1 Introduction

This report provides an overview of the existing transportation conditions within the study area for the South Landfill Phase 2 Environmental Assessment (EA). The Minister of the Environment, Conservation and Parks (Minister) Approved Terms of Reference (TOR) for the EA included a preliminary description of the existing environmental conditions and committed to expand upon this description during the EA.

Walker Environmental Group (Walker) initiated a Comprehensive EA under the Ontario EA Act seeking approval to expand the capacity of its existing South Landfill located at the Walker Resource Management Campus (Campus) in Niagara Falls. The South Landfill is an essential component of Walker's Campus since it began operating in 2009 under Environmental Compliance Approval (ECA) No. 008-78RKAM, as amended, and provides safe, reliable, and affordable disposal capacity for solid, non-hazardous waste from residential and industrial, commercial, and institutional (IC&I) sources to its customer base within the City of Niagara Falls, the Regional Municipality of Niagara, and the Province of Ontario. The South Landfill's total approved disposal capacity is 17.7 million m3 and is expected to reach maximum capacity by 2029 to 2031.

The proposed Phase 2 of the South Landfill would extend its approved capacity by approximately 18 million m3 over a 20-year period, ensuring Walker can continue to provide essential residual waste disposal services to its existing customer base. Walker is proposing to locate the additional disposal capacity (Phase 2) to the east of the existing South Landfill within the area currently occupied by Walker's Southeast Quarry. The proposal would maintain the existing landfill service area, as well as the annual volume of solid, non-hazardous waste from the sources currently accepted.

The EA Act requires that proponents describe the environment that may potentially be affected or may reasonably be expected to be affected, directly or indirectly, by the Alternative Methods of Carrying Out the Undertaking (Alternative Methods) proposed as part of an EA. The description of the existing environmental conditions will provide the baseline for the assessment of the potential effects of the proposed Undertaking, which will be conducted during the EA. This report focuses on characterizing the existing conditions within the study area for the South Landfill Phase 2 EA for Transportation.

Previously, a Traffic Impact Assessment Report was prepared by HDR (formerly iTRANS Consulting Inc.), in February 2006, for the Phase 1 South Landfill Environmental Assessment.

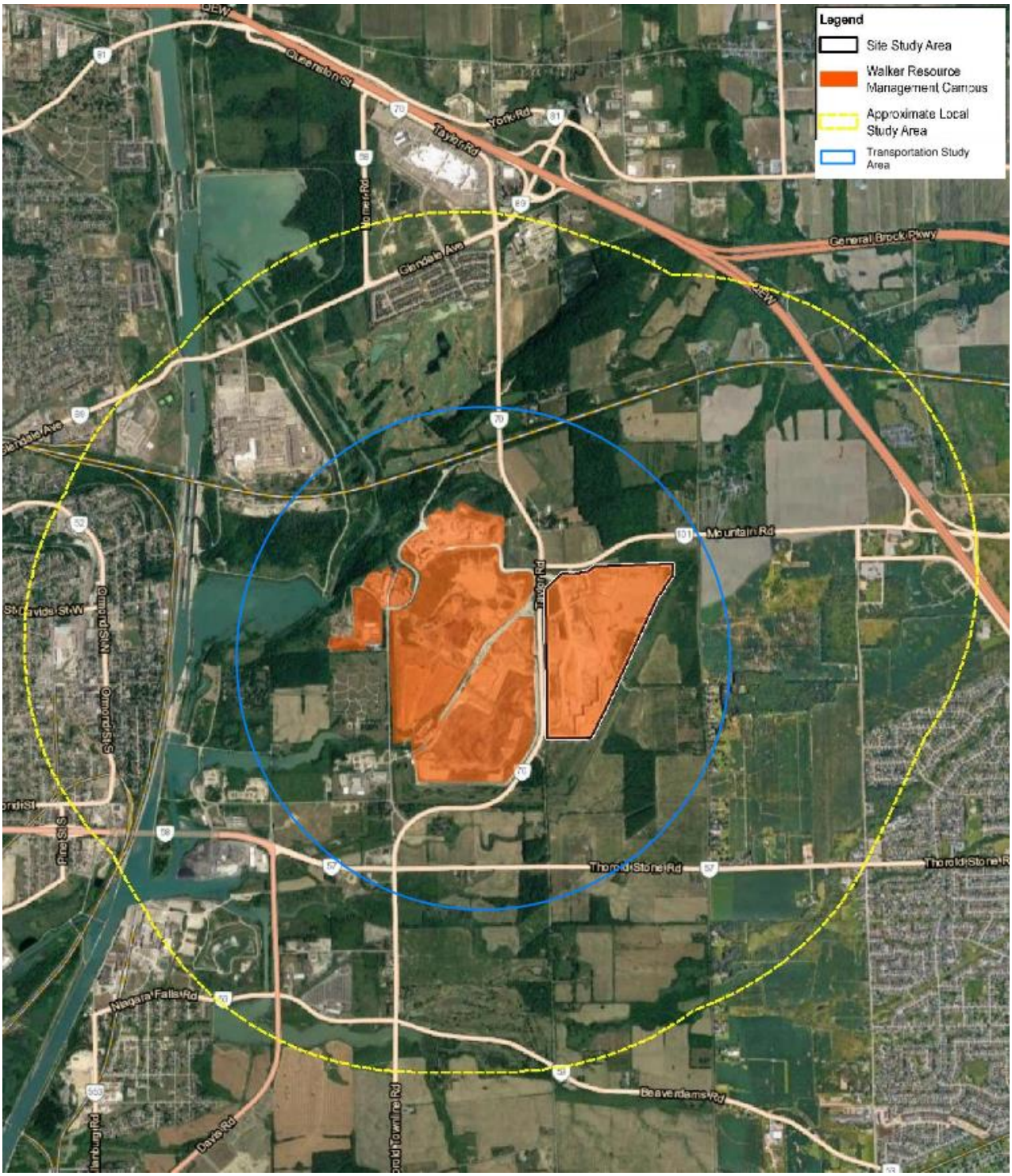
2 Study Area

Walker's campus is located at 2800 Thorold Townline Road, and the Phase 2 site is located within the City of Niagara Falls, with the City of Thorold to the west, the Town of Niagara-on-the-Lake to the north and the City of St. Catharines to the northwest. Walker is proposing to locate the additional disposal capacity (Phase 2) to the east of the existing South Landfill within the area currently occupied by Walker's Southeast Quarry.

The proposed expansion area for South Landfill Phase 2 is currently licensed for quarry operations. The licensed area includes an extraction zone, internal haul roads, and landscape berms with vegetation along the perimeter of the quarry for screening purposes. There are internal (non-public) entrances located to the north and northwest, accessible via Mountain Road and Taylor Road, respectively.

The area immediately surrounding the study area is primarily characterized by industrial and agricultural land uses, with some rural residential and institutional properties scattered throughout. The landscape is generally flat to gently rolling. Land around the study area not used for industrial purposes is typically used for agriculture. As a result, the landscape features open grassland fields, bordered by hedgerows and fence lines, and interspersed with both small and large mature deciduous woodlots. **Figure 2-1** illustrates the site study area and the transportation-specific study area. The roads and intersections assessed are part of this traffic study are detailed in **Section 4** of this report.

Figure 2-1 South Landfill Phase 2 Preliminary Study Area



Source: GHD, Proposed Terms of Reference, Walker South Landfill Phase 2 Environmental Assessment

3 Methodology

The base year to evaluate existing traffic conditions for this study is 2025. Intersection capacity analysis was undertaken at the study intersections throughout the study area using the Synchro/Sim Traffic software package with the methodology outlined in the Highway Capacity Manual 2000.

The effectiveness of an intersection's operations is measured in terms of average vehicular delay, the volume-to-capacity ratio (v/c), and vehicle queuing, generally distilled down to a Level-of-Service (LOS), ranging from LOS 'A' to LOS 'F'. LOS 'A' is the 'best' level of operation for an intersection representing little or no delay and generally free flow conditions where the general level of comfort and convenience experienced by motorists is excellent. At the other end of the spectrum, LOS 'F' represents an at-capacity condition usually associated with heavy congestion, and occasionally severe peak period delays and queuing. It should be noted that operations measured as LOS 'A' up to and including LOS 'E' are considered 'acceptable' in most urban (and in many rural) environments.

V/c ratios express an individual performance metric of how specific movements (as well as overall signalized intersections) are operating in relation to their theoretically calculated capacity. A ratio of 1.00 represents an at-capacity condition (demand = capacity) and could have characteristics similar to those described above for LOS 'F'. Anything better than (i.e., below) a v/c ratio of 0.90 is typically considered to be acceptable and even ratios between 0.90 and 1.00, can be acceptable to drivers in many circumstances.

Measures and estimates of vehicle queuing provide yet another layer of information with which to assess traffic operations. In areas where there is tight spacing of intersections or otherwise limited space, even though acceptable LOS or v/c ratios might be reported, vehicle queuing might suggest operational problems (or vice versa) in the local context. Queuing results, and the way in which they are interpreted, are therefore very case sensitive and should be viewed specific to a road network context.

As per Niagara Region's Transportation Impact Assessment Guidelines, Critical movements should be identified according to the following:

- At signalized intersections, movements with a v/c ratio greater than 0.85 and/or LOS "E" or worse are deemed to be "critical" in terms of operations. Movements that exceed those thresholds shall be evaluated for possible operational improvements.
- At unsignalized intersections, movements expected to operate at LOS "D" or worse and/or where the estimated 95th percentile queue length for an individual movement exceeds the available queuing space.
- Any site accesses where entrances or egress is anticipated to be blocked by traffic queues from an upstream/downstream intersection.
- An exclusive turning movement in which the 95th percentile queue will exceed the available storage space.
- Exclusive left- and right-turn lanes that are inaccessible due to the length of queues in the adjacent through lanes.

Turning movement counts were conducted for all the intersections. Five-year historic collision data

for the study area and signal timing plans for the applicable signalized intersections were also obtained from the Niagara Region for analysis. Additionally, the City of Thorold's Guidelines for Transportation Impact Studies (2018), Niagara Region Transportation Master Plan (October 2017), Thorold Transportation Master Plan (June 2020), and the 2022 Niagara Official Plan were also reviewed and are utilized for this study.

4 Existing Transportation Network

4.1 Road Network

The existing roadways within the study area boundary are described as follows and illustrated in **Figure 4-1** with their lane configurations:

Thorold Stone Road (Regional Road 57) is an east-west arterial road with a four-lane cross-section (two lanes per direction) under the jurisdiction of Niagara Region. It extends from Davis Road (Highway 58) in the west to Stanley Avenue (Regional Road 102) in the east. It has paved shoulders along both sides. The posted maximum speed limit within the study area is 80 km/hr.

Taylor Road (Regional Road 70) is a north-south arterial road, with a two-lane cross-section (one lane per direction) under the jurisdiction of Niagara Region. It extends from York Road (Regional Road 81) to Thorold Stone Road. It has paved shoulders along both sides. The posted speed limit within the study area is 70 km/hr.

Mountain Road (Regional Road 101) is an east-west arterial road, with a two-lane cross-section (one lane per direction), under the jurisdiction of Niagara Region. It extends from Taylor Road (Regional Road 70) in the west to Stanley Avenue (Regional Road 102) in the east. It has paved shoulders along both sides. The posted speed limit within the study area is 70 km/hr.

Thorold Townline Road is a north-south arterial road, with a two-lane cross-section (one lane per direction), under the jurisdiction of the City of Thorold north of Thorold Stone Road and is under the jurisdiction of Niagara Region south of Thorold Stone Road where it is designated as Regional Road 70. The posted speed limit within the study area is 50 km/hr.

Beechwood Road is a north-south arterial road, with a two-lane cross-section (one lane per direction) under the jurisdiction of the City of Niagara Falls. It extends from Taylor Road (Regional Road 70) in the north to Brown Road in the south. The posted maximum speed limit within the study area is 80 km/hr.

Garner Road is a north-south arterial road under the jurisdiction of the City of Niagara Falls, extending from Warner Road in the north to Brown Road in the south. The posted speed limit within the study area is 80 km/hr which reduces to 60 km/hr in the southern section.

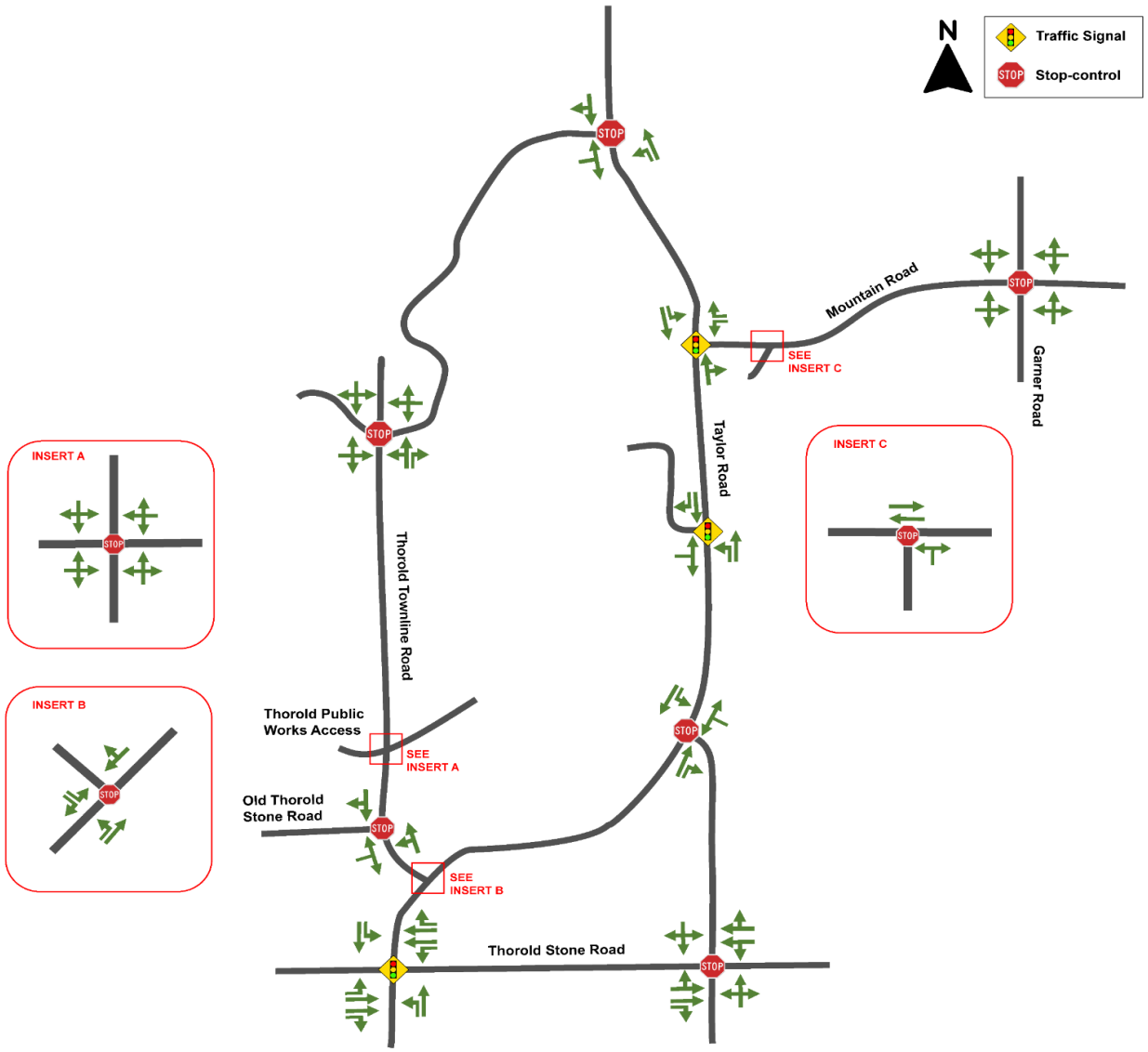
There are currently four existing Campus access roads that connect with the public road network:

- Landfill East Access (landfill access only), located on the west side of Taylor Road (Niagara Regional Road 70) approximately 600 meters south of its intersection with Niagara Regional Road 101 (Mountain Road).

- North Access (primarily quarry access), located on the west side of Niagara Regional Road 70 (Taylor Road) approximately 800 meters north of its intersection with Niagara Regional Road 101 (Mountain Road).
- Landfill Northwest Access (Public Access), located at the intersection of Thorold Townline Road and Regent Street south of the Walker head office at 2800 Thorold Townline Road.
- Quarry Access (maintenance only, non-public access), located south side of Mountain Road.

The main landfill access (east access) connects to a paved two-lane internal road from which trucks and other vehicles can access various parts of the South Landfill site via unpaved pathways. The Southeast Quarry on the east side of Taylor Road is connected to the remainder of the Campus facilities via a one-lane underpass of Taylor Road, located approximately 50 meters south of its intersection with Mountain Road.

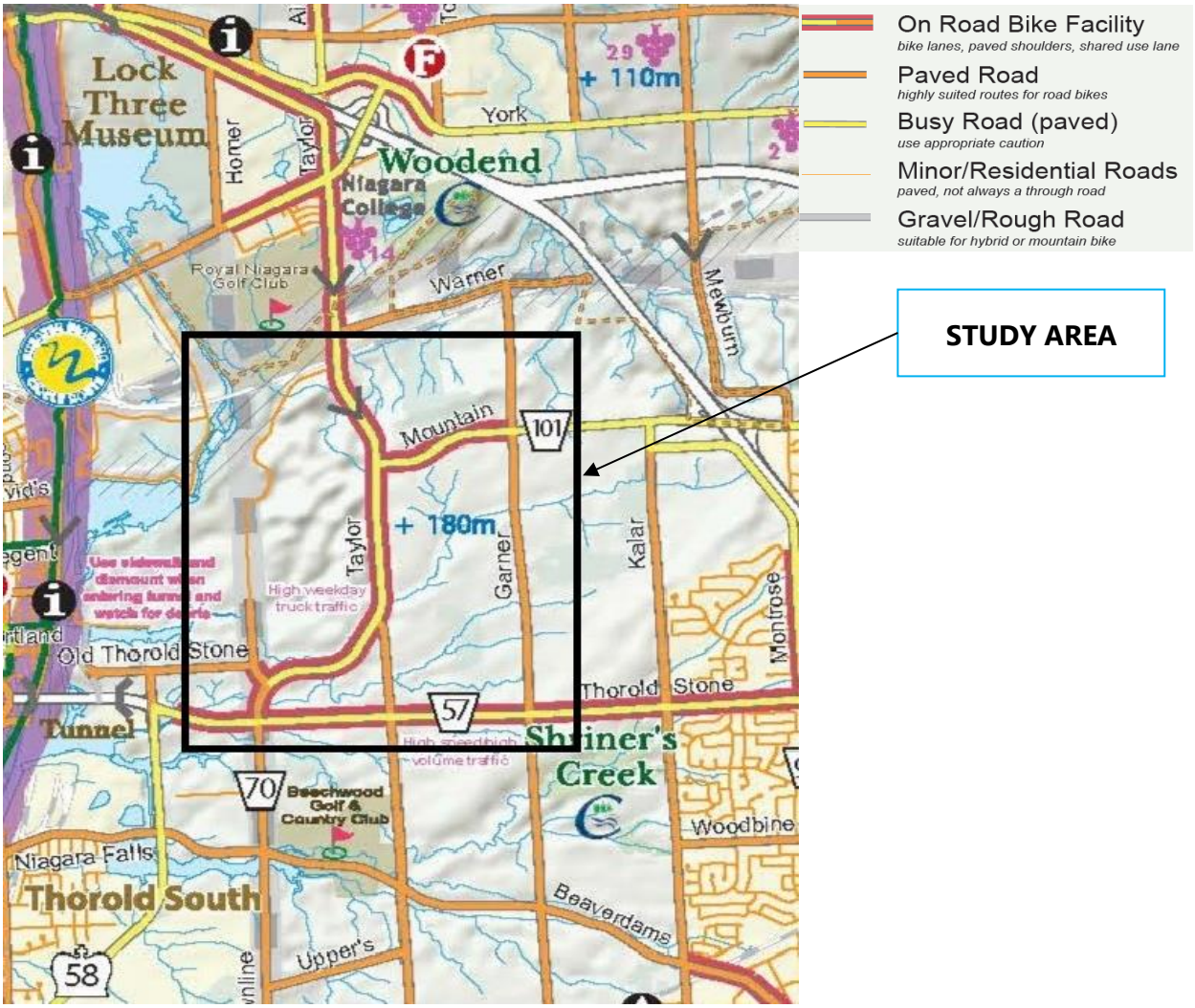
Figure 4-1 Existing Road Network



4.2 ACTIVE TRANSPORTATION NETWORK

The study area is located outside the urban boundaries designated by the Niagara Falls Official Plan, and there are no dedicated pedestrian or cyclist facilities along the adjacent roads. The roads in the study area within a 1 km radius of the Walker Campus do not have pedestrian sidewalks. According to the current Niagara Region Transportation Master Plan (TMP) as well as cycling maps from the City of Thorold and the City of Niagara Falls, existing cycling routes are indicated on Taylor Road, Thorold Stone Road, and Mountain Road, as shown in **Figure 4-2** however, there are currently no marked cycling facilities on these roads**,** which consist only of paved shoulders**.**

Figure 4-2 Cycling Facilities



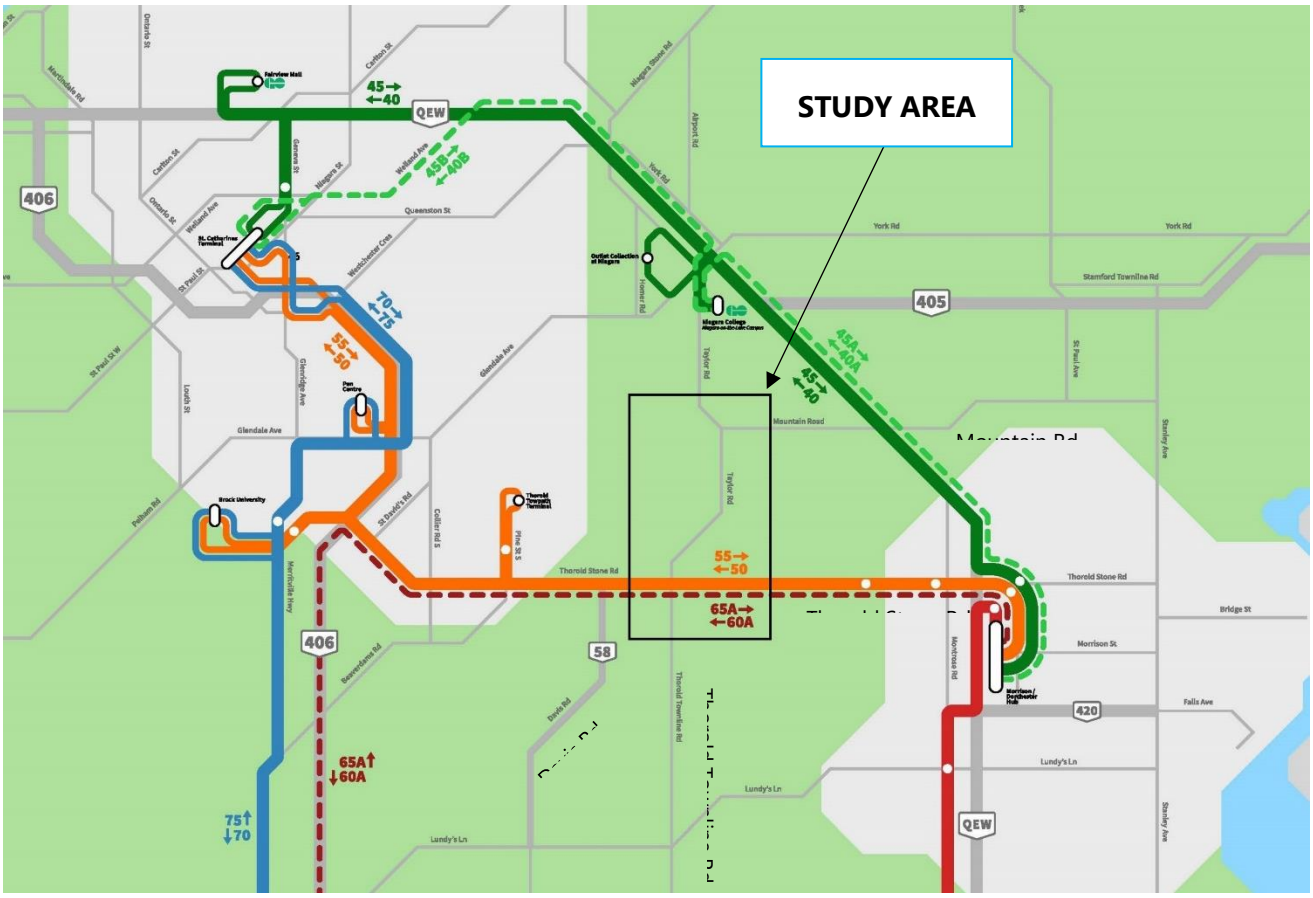
Source: City of Thorold, website: https://www.thorold.ca/en/resources/map-greater-niagara-circle-route.pdf

4.3 TRANSIT

Public transit in Niagara Region is currently operated by the Niagara Transit Commission under the name Niagara Region Transit (NRT) as shown in **Figure 4-3**. NRT routes 50 (Niagara Falls to St. Catharines), 55 (St. Catharines to Niagara Falls), 60A (Niagara Falls to Niagara College – Express), and 65A (Niagara College to Niagara Falls – Express) run along Thorold Stone Road but do not have transit stop locations near the study area. The closest transit stops for NRT routes 50 and 55 are at Thorold Towpath Terminal and at the intersection of Thorold Stone Road & Kalar Road.

While not directly accessible by connecting transit routes, the nearest GO Rail Transit Stops are located in the City of St. Catharines and in the City of Niagara Falls, serviced by the Lakeshore West Line. There are no fixed-route transit stops in close vicinity of the site, and NRT On-Demand service does not currently operate nearby.

Figure 4-3 Niagara Region Transit in the Vicinity of Study Area



4.4 HEAVY VEHICLES MOVEMENT

Most heavy vehicles accessing/leaving the study area are currently travelling along Taylor Road after making turns from Thorold Stone Road and Mountain Road. **Table 4-1** and **Table 4-2** indicate the percentage of heavy vehicle volume at study intersections as observed through the existing conditions traffic data collection.

Table 4-1 Heavy Vehicles Percentage at Study Intersections during AM Peak Hour

Movements – AM Peak Hour												
Intersection	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
Taylor Road & Thorold Stone Road	4	8	7	20	10	10	11	2	8	0	2	0
Taylor Road & East Access	91	6	0	0	5	42	89	0	96	0	0	0
Taylor Road & Mountain Road	0	8	9	5	10	0	0	0	0	4	0	4
Taylor Road & Primary Quarry Access	23	6	0	0	9	8	50	0	25	0	0	0
Taylor Road & Thorold Townline Road	2	12	0	0	13	3	9	0	12	0	0	0
Mountain Road & Garner Road	0	0	4	0	0	0	0	8	0	0	4	0
Thorold Stone Road & Beechwood Road	0	10	25	0	0	0	0	3	0	25	2	0
Taylor Road & Beechwood Road	0	9	0	0	12	0	0	0	0	100	0	95
Thorold Townline	20	0	0	0	13	13	7	0	21	0	0	0

Road & Old Thorold Stone Road												
Thorold Townline Road & North West Access Road	17	0	14	0	0	100	100	60	0	10	14	0
Mountain Road & Maintenance Quarry Access	0	0	0	0	0	0	0	8	0	0	4	0
Thorold Townline Road & Thorold Public Works Access/Landfill West Access	0	6	0	0	9	0	0	0	13	0	0	0

As detailed in the table above, traffic data confirms that a majority of the vehicles utilizing the Walker East Access are observed to be heavy vehicles, while a lower proportion of heavy vehicles are observed at the Primary Quarry Access.

Table 4-2 Heavy Vehicles Percentage at Study Intersections during PM Peak Hour

Movements - PM Peak Hour												
Intersection	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
Taylor Road & Thorold Stone Road	7	5	0	0	3	4	6	1	8	0	1	12
Taylor Road & East Access	86	4	0	0	3	100	60	0	75	0	0	0
Taylor Road & Mountain Road	0	4	8	2	3	0	0	0	0	2	0	3
Taylor Road & Primary Quarry Access	33	4	0	0	2	25	18	0	23	0	0	0
Taylor Road & Thorold Townline Road	16	5	0	0	4	27	0	0	0	0	0	0
Mountain Road & Garner Road	8	0	0	50	0	0	0	5	0	0	2	0
Thorold Stone Road & Beechwood Road	0	0	0	0	0	0	0	1	0	0	1	6
Taylor Road & Beechwood Road	0	5	0	0	5	0	0	0	0	0	0	3
Thorold Townline Road & Old Thorold Stone Road	17	23	0	0	0	0	0	0	0	0	0	0
Thorold Townline Road & North West Access Road	20	0	43	0	0	0	0	67	0	0	0	0

Mountain Road & Maintenance Quarry Access	100	0	100	0	0	0	0	5	100	100	2	0
Thorold Townline Road & Thorold Public Works Access/Landfill West Access	0	21	0	0	0	0	0	0	0	0	0	0

A similar trend is also observed during the PM peak hour with a majority of the vehicles utilizing the Walker East Access being heavy vehicles and a lower proportion of heavy vehicles observed at the Primary Quarry Access.

Refer to **Appendix A** for a detailed split of existing heavy vehicle volumes that are bound for or leaving the Landfill and Quarry locations.

4.5 EXISTING RAIL FACILITIES

To the north of the site, a Canadian National Railway (CNR) line runs generally east-west, with a grade-separated crossing at Taylor Road, located approximately 125 meters north of the North Access. It is important to note that the rail facilities are not expected to be impacted by the proposed landfill expansion and will not be further analyzed in the transportation impact assessment.

4.6 COLLISION SUMMARY

Collision history data was obtained from the Niagara Region to assess the safety of roadways in the study area. From January 1, 2020, to January 1, 2025, a total of 75 collisions occurred in the transportation study area.

Table 4-3 provides a summary of the locations of these crashes. **Figure 4-4** illustrates the crash hotspots. It should be noted that 12 additional collisions were recorded along Thorold Stone Road; however, they were not illustrated due to the unclear location data in the crash records. From the data, the most critical roadways from a safety point of view are Thorold Stone Road and Taylor Road.

The highest number of crashes occurred at the intersection of Thorold Stone Road at Taylor Road. A majority of these 28 collisions were of the turning movement, rear-end, and sideswipe types. Contributing factors may include road curvature on the Taylor Road approach, inadequate speed limit signage, lack of proper turn phasing in traffic signals and poor pavement conditions.

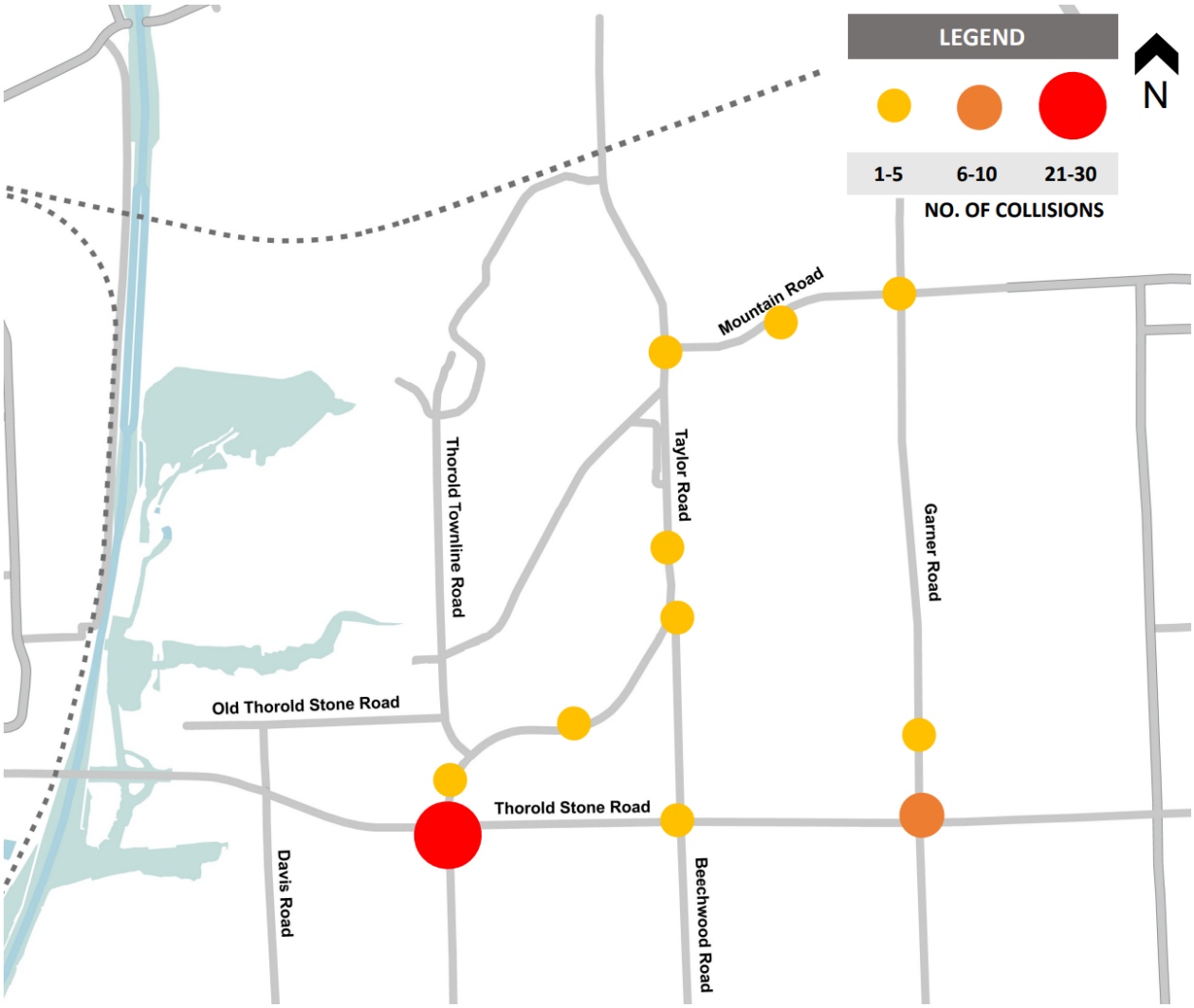
The second-highest number of crashes occurred at the intersection of Garner Road at Thorold Stone Road. A majority of these 10 collisions were of the Slow-Moving Vehicles (SMVs), angle and rear-end types. Many heavy vehicles go at a slower speed than automobiles and this speed variance in the traffic could be a contributing factor for the SMV impact crashes. Other contributing factors may

include inadequate speed limit signage, lack of proper turn phasing in traffic signals, presence of driveways near the intersection and poor pavement conditions.

Table 4-3 Summary of Collision History

Location	Number of Collisions
Beechwood Road at Taylor Road	1
Beechwood Road at Thorold Stone Road	5
Garner Road at Mountain Road	1
Garner Road at Thorold Stone Road	10
Garner Road between Reta Street & Swart Street	2
Mountain Road at Taylor Road	4
Mountain Road between Garner Road & Taylor Road	4
Taylor Road between Beechwood Road & Thorold Townline Road	1
Taylor Road between Mountain Road & Beechwood Road	2
Taylor Road between Thorold Townline Road & Highway 58 & Thorold Stone Road & Thorold Townline Road	5
Thorold Stone Road (exact location unavailable)	12
Thorold Stone Road at Taylor Road	28

Figure 4-4 Study Area Collision History



4.7 TRAFFIC CONDITIONS

4.7.1 Study Intersections

As per the methodology described in Section 3, the traffic analysis was conducted for the intersections summarized in **Table 4-4**. Traffic movement counts (TMCs) for each study intersection were collected on January 15, 2025, during weekday AM and PM peak periods. These TMCs are attached in **Appendix B**.

Table 4-4 List of Modelled and Analysed Intersections within Traffic Model

Intersection Name	Intersection Type	Date Counted
Taylor Road (Regional Road 70) and Thorold Stone Road (Regional Road 57)	Signalized	January 15, 2025
Taylor Road (Regional Road 70) and Walker Landfill East Access	Signalized	January 15, 2025
Taylor Road (Regional Road 70) and Mountain Road (Regional Road 101)	Signalized	January 15, 2025
Taylor Road (Regional Road 70) and Primary Quarry Access	Stop-controlled	January 15, 2025
Taylor Road (Regional Road 70) and Thorold Townline Road	Stop-controlled	January 15, 2025
Garner Road and Mountain Road (Regional Road 101)	Stop-controlled	January 15, 2025
Beechwood Road and Thorold Stone Road (Regional Road 57)	Stop-controlled	January 15, 2025
Beechwood Road and Taylor Road (Regional Road 70)	Stop-controlled	January 15, 2025
Old Thorold Stone Road and Thorold Townline Road	Stop-controlled	January 15, 2025
Thorold Townline Road and Landfill Northwest Access	Stop-controlled	January 15, 2025
Mountain Road (Regional Road 101) and Quarry Access (maintenance only)	Yield (assumed)	January 15, 2025
Thorold Townline Road Access and Thorold Public Works Access	Stop-controlled	January 15, 2025

4.7.2 Existing Conditions Traffic Analysis

The following table (**Table 4-5)** summarizes the Synchro/HCM traffic results for the study intersections during the weekday A.M. and P.M. peak hours under Existing (January 2025) traffic conditions. These traffic volumes are displayed in **Figure 4-5** and **Figure 4-6**. Detailed Synchro reports are attached in **Appendix A.**

Table 4-5 Existing Conditions Traffic Analysis – Year 2025

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Taylor Road & Thorold Stone Road (Signalized)	*Overall*	*0.55*	*18*	*B*	*0.64*	*19*	*B*
	EBL	0.53	8	A	0.55	11	B
	EBT	0.28	5	A	0.48	11	B
	EBR	0.03	4	A	0.04	7	A
	WBL	0.07	16	B	0.16	16	B
	WBT	0.56	21	C	0.51	19	B
	WBR	0.03	15	B	0.02	14	B
	NBL	0.37	38	D	0.68	48	D
	NBTR	0.57	39	D	0.20	28	C
	SBL	0.24	36	D	0.16	28	C
	SBTR	0.54	39	D	0.79	42	D
Taylor Road & East Access (Signalized)	*Overall*	*0.31*	*6*	*A*	*0.36*	*5*	*A*
	EBL	0.12	20	C	0.20	23	C
	EBR	0.03	19	B	0.01	21	C
	NBL	0.08	4	A	0.02	3	A
	NBT	0.34	5	A	0.27	4	A
	SBT	0.30	5	A	0.37	4	A
	SBR	0.01	4	A	0.00	3	A
Taylor Road &	*Overall*	*0.42*	*19*	*B*	*0.35*	*13*	*B*

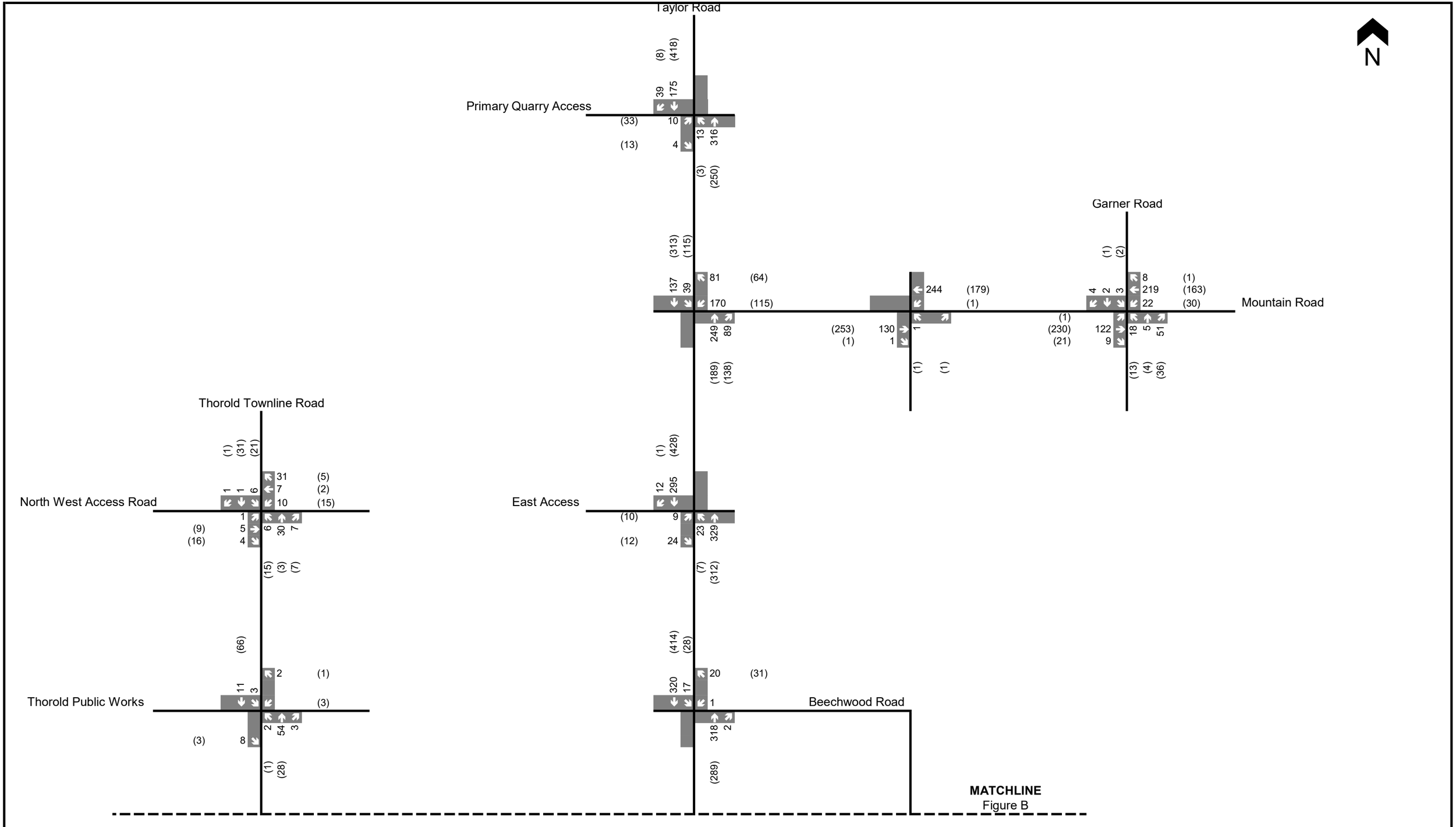
Mountain Road (Signalized)	WBL	0.69	42	D	0.52	38	D
	WBR	0.06	32	C	0.04	34	C
	NBTR	0.37	11	B	0.32	10	B
	SBL	0.07	5	A	0.16	4	A
	SBT	0.13	5	A	0.25	5	A
Taylor Road & Primary Quarry Access (Stop-controlled)	EBL	0.00	0	A	0.00	0	A
	EBR	0.00	9	A	0.02	11	B
	NBL	0.01	8	A	0.00	9	A
	NBT	0.20	0	A	0.16	0	A
	SBTR	0.14	0	A	0.27	0	A
Taylor Road & Thorold Townline Road (Stop-controlled)	EBL	0.04	18	C	0.10	13	B
	EBR	0.00	0	A	0.00	0	A
	NBL	0.04	8	A	0.03	9	A
	NBT	0.20	0	A	0.17	0	A
	SBTR	0.19	0	A	0.26	0	A
Mountain Road & Garner Road (Stop-controlled)	EBLTR	0.00	0	A	0.00	0	A
	WBLTR	0.02	1	A	0.02	1	A
	NBLTR	0.10	10	B	0.09	11	B
	SBLTR	0.02	11	B	0.01	14	B
Thorold Stone Road & Beechwood Road (Stop-controlled)	EBLT	0.30	0	A	0.43	0	A
	EBR	0.00	0	A	0.01	0	A
	WBTR	0.27	0	A	0.27	0	A
	NBLTR	0.24	46	**E**	0.39	95	**F**
	SBLTR	0.18	50	**F**	0.43	100	**F**
Taylor Road & Beechwood Road (Stop-controlled)	WBLR	0.04	11	B	0.05	10	B
	NBTR	0.21	0	A	0.18	0	A
	SBL	0.02	8	A	0.02	8	A

	SBT	0.21	0	A	0.26	0	A
Thorold Townline Road & Old Thorold Stone Road (Stop-controlled)	EBLR	0.07	9	A	0.04	9	A
	NBLT	0.02	3	A	0.01	2	A
	SBTR	0.02	0	A	0.06	0	A
Thorold Townline Road & North West Access Road (Stop-controlled)	EBLTR	0.02	8	A	0.04	7	A
	WBLTR	0.06	7	A	0.04	7	A
	NBLTR	0.06	7	A	0.04	7	A
	SBLTR	0.01	7	A	0.09	8	A
Mountain Road and Maintenance Quarry Access (Stop-controlled)	EBTR	0.09	0	A	0.16	0	A
	WBLT	0.00	0	A	0.00	0	A
	NBLR	0.00	11	B	0.00	12	A
Thorold Townline Road & Thorold Public Works Access/Landfill West Access (Stop-controlled)	EBLTR	0.10	9	A	0.00	9	A
	WBLTR	0.00	9	A	0.01	9	A
	NBLTR	0.00	0	A	0.00	0	A
	SBLTR	0.00	2	A	0.00	0	A

Under existing conditions, most study intersections operate efficiently, with traffic movements primarily functioning at LOS A-D. Along Thorold Townline Road, from Thorold Stone Road to the locations of Walker Industries Corporate Headquarters, all intersection movements are operating well at LOS A-C with minimal vehicular delays. Similarly, intersections along Taylor Road are also functioning with acceptable traffic operations.

Across the road network, the only critical operations are observed at the Thorold Stone Road & Beechwood Road intersection where the NBLTR and SBLTR movements experience high vehicular delays and are functioning at LOS E-F. While these movements are deemed critical under Niagara Region's Transportation Impact Assessment Guidelines, only a small number of vehicles make these movements during peak hours. Additionally, heavy vehicles accessing or departing the Walker Landfill/Quarry generally avoid these movements, favouring Taylor Road, Thorold Townline Road, and Mountain Road instead. The majority of traffic traveling to and from the Walker Landfill/Quarry from the southwest primarily turns onto Taylor Road from Thorold Stone Road, where a traffic signal is present.

Figure 4-5 Existing Conditions Traffic Volumes (A)

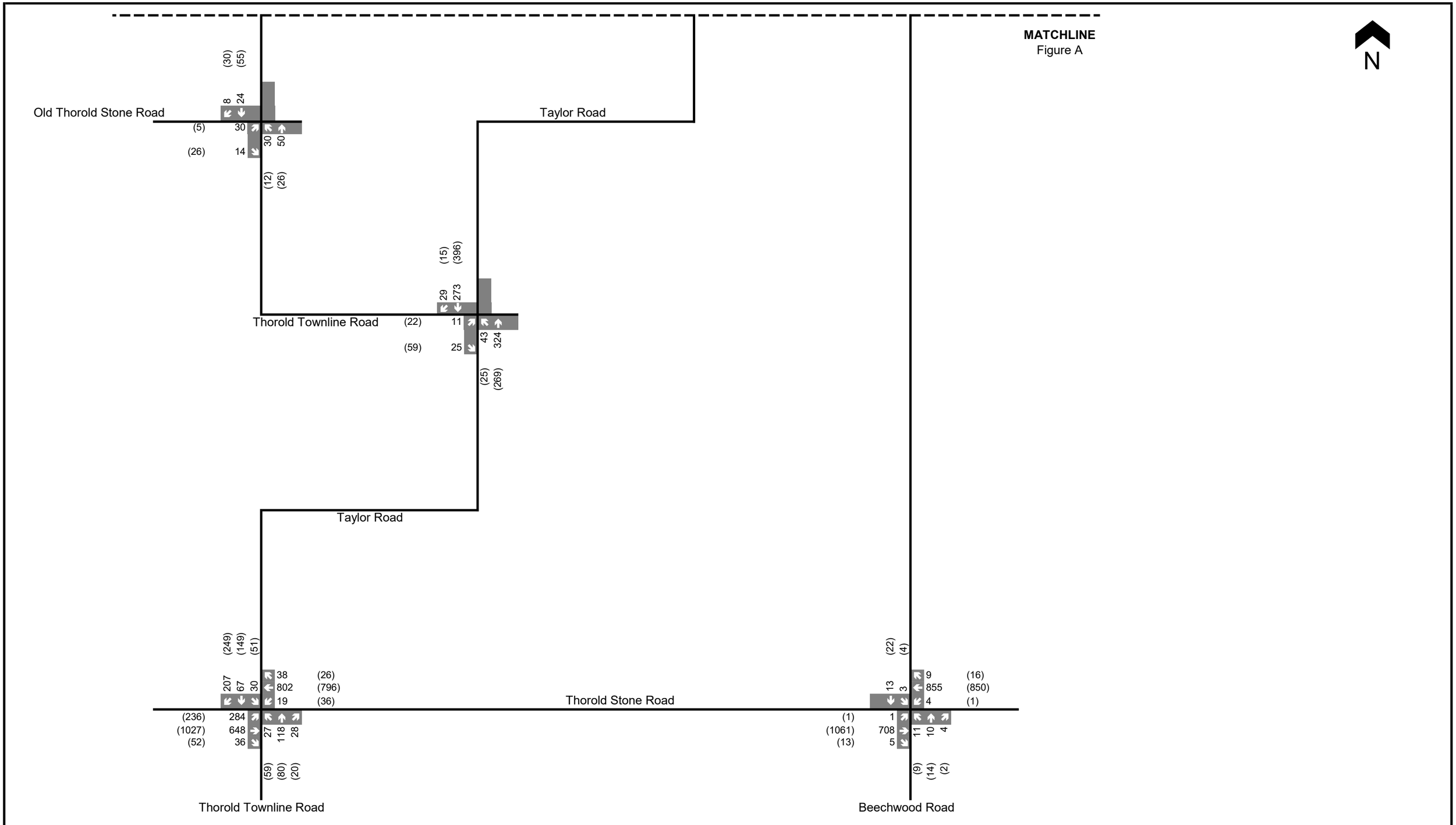


Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic

Existing Traffic Volumes

Figure (A)



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic

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Existing Traffic Volumes

Figure (B)

5 Conclusion

The enclosed existing conditions review of the study area's transportation network examined roadway, traffic, transit and active transportation facilities around the subject site. The study intersections are generally operating with acceptable traffic conditions and minimal vehicular delays. The only critical traffic movements occur at the Thorold Stone Road and Beechwood Road intersection in the north-south direction. However, this is not a significant concern, as only a small number of vehicles currently use this route, with most preferring alternative routes along Taylor Road and Mountain Road. The existing road network has sufficient capacity to accommodate an increase in vehicular traffic as a result of the proposed landfill expansion, and mitigation measures can be identified in subsequent phases of the study to alleviate isolated areas experiencing traffic congestion, higher volumes of collisions, or other network opportunities.

The multi-modal review indicates that pedestrian and cycling facilities are notably absent in the study area, creating a disconnected environment for active transportation users. Furthermore, the site currently lacks a transit stop, limiting accessibility for employees requiring non-auto access to the site. Although industrial areas may not traditionally be viewed as ideal locations for dedicated cycling, pedestrian, and transit infrastructure, it is noted that introducing these facilities can yield benefits for access to employment, congestion management, and the reduction in the severity of collisions. Additionally, such improvements can support nearby communities that may connect across the site's boundary roads and promote healthier lifestyles.

6 References

- Niagara Region's Transportation Impact Assessment Guidelines (July 2023)
- City of Thorold's Guidelines for Transportation Impact Studies (March 2018)
- Niagara Region Transportation Master Plan (October 2017)
- Thorold Transportation Master Plan (June 2020)
- 2022 Niagara Official Plan
- Niagara Region Open Data
- Walker Environmental Group Inc. South Landfill Environmental Screening Report (July 2013)

Appendix A – Traffic Movement Counts

TMCs - Cars, Trucks, Heavy Vehicles

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

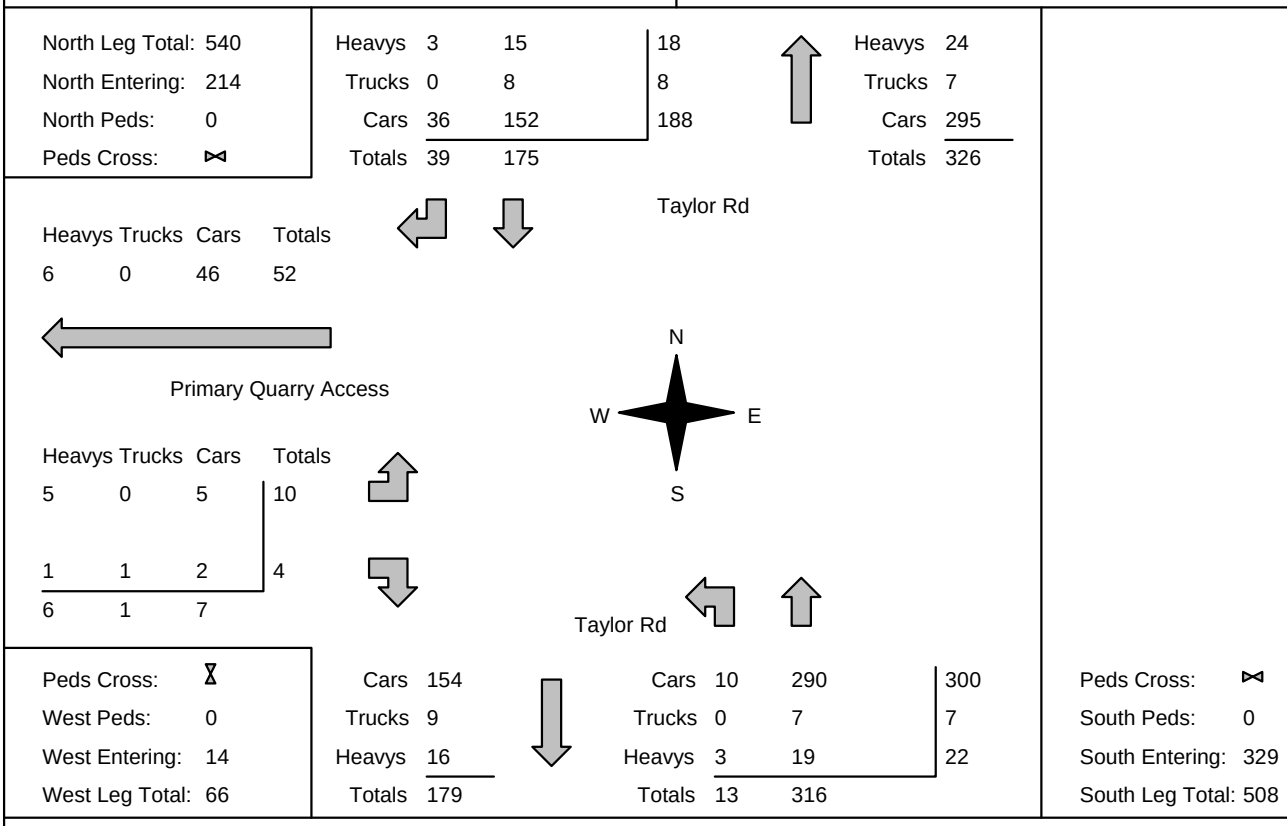
Municipality: Thorold
Site #: 2500400004
Intersection: Taylor Rd & Primary Quarry Access
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Taylor Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

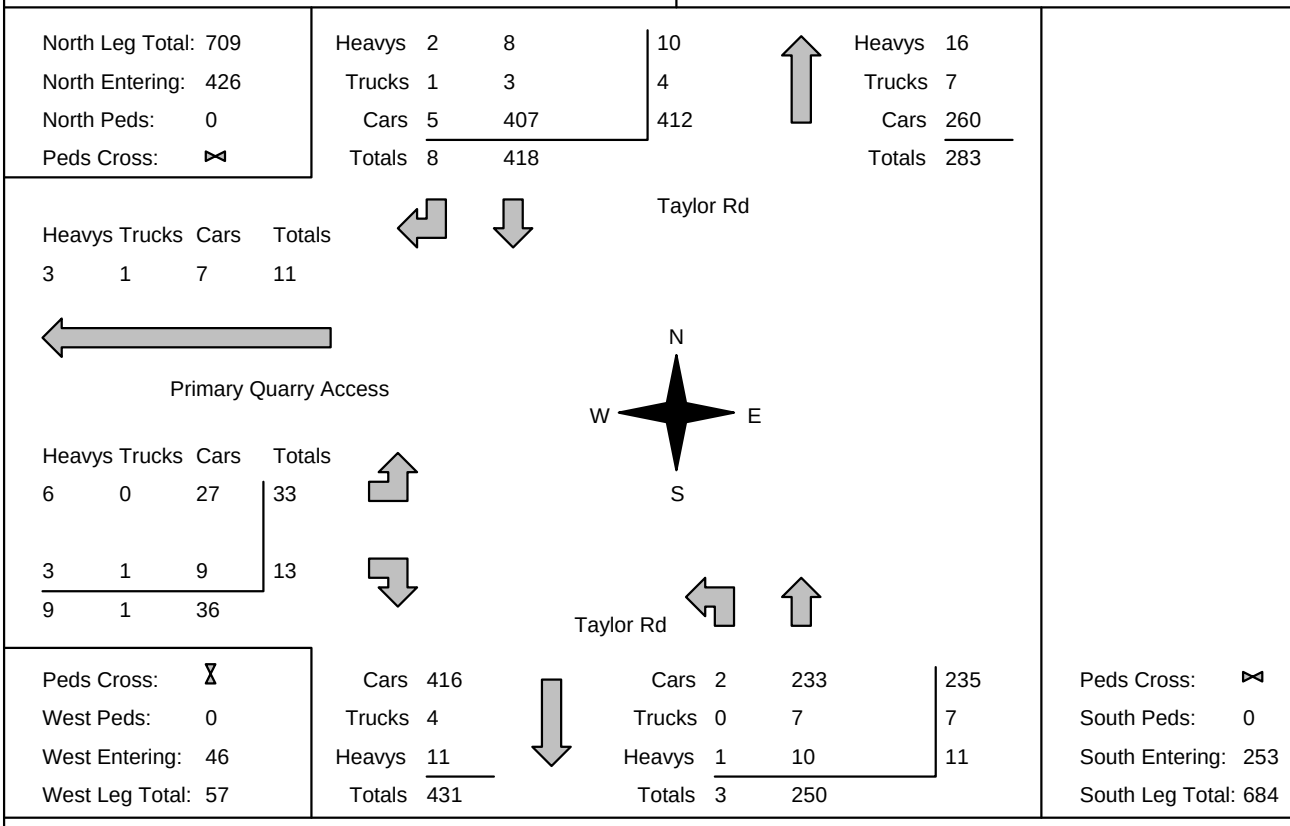
Municipality: Thorold
Site #: 2500400004
Intersection: Taylor Rd & Primary Quarry Access
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Taylor Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

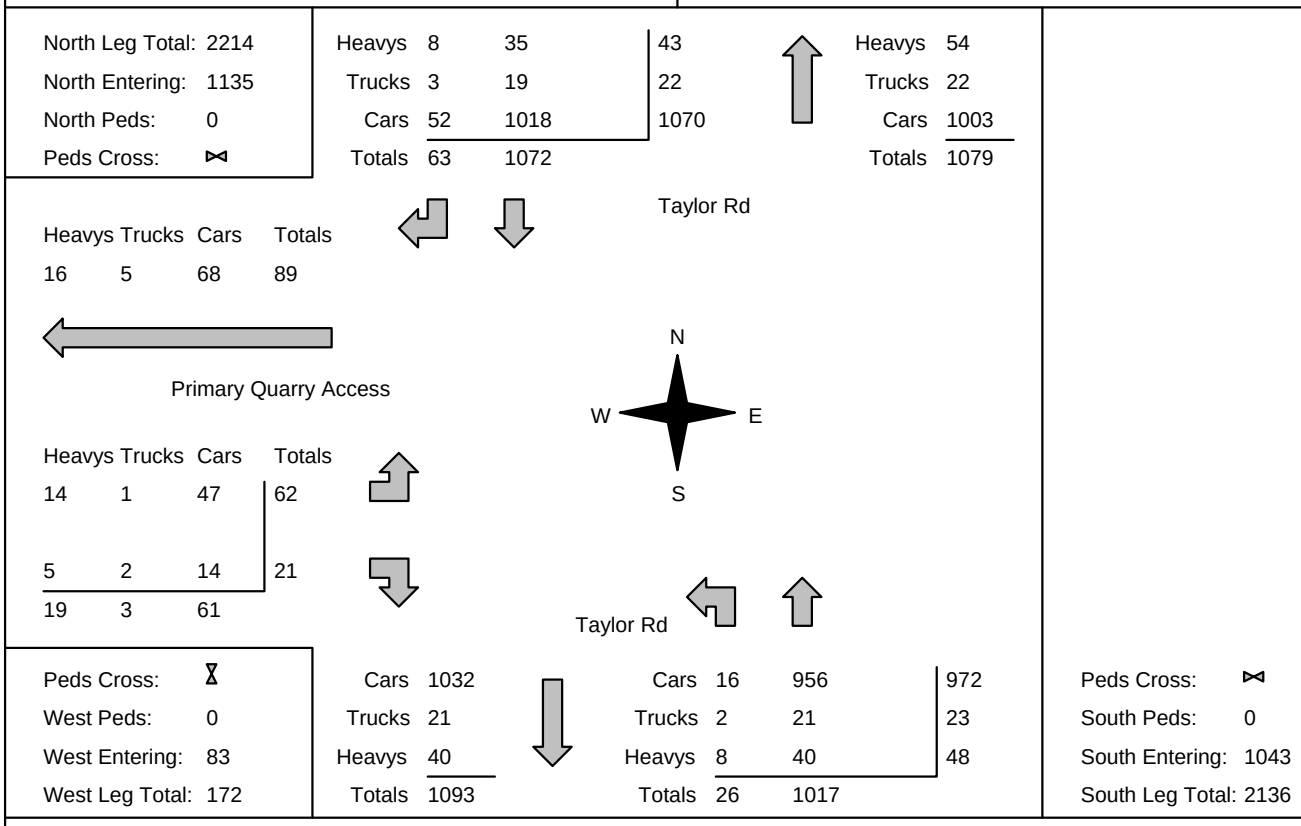
Municipality: Thorold
Site #: 2500400004
Intersection: Taylor Rd & Primary Quarry Access
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Taylor Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Taylor Rd & Primary Quarry Acces | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*113*	*24*	*137*	*0*
9:00:00	*0*	*189*	*30*	*219*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*418*	*8*	*426*	*0*
18:00:00	*0*	*352*	*1*	*353*	*0*
Totals:	0	1072	63	1135	0

North/South Total Approaches: 2178

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*13*	*242*	*0*	*255*	*0*
9:00:00	*9*	*303*	*0*	*312*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*3*	*250*	*0*	*253*	*0*
18:00:00	*1*	*222*	*0*	*223*	*0*
S Totals:	26	1017	0	1043	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

East/West Total Approaches: 83

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*4*	*0*	*3*	*7*	*0*
9:00:00	*12*	*0*	*3*	*15*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*33*	*0*	*13*	*46*	*0*
18:00:00	*13*	*0*	*2*	*15*	*0*
W Totals:	62	0	21	83	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*4*	*12*	*0*	*33*	*13*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400004

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	19	19	2	2	0	0	0	0	0	0	0	0	2	2	2	2	0	0
7:30:00	0	0	49	30	5	3	0	0	0	0	1	1	0	0	5	3	2	0	0	0
7:45:00	0	0	80	31	6	1	0	0	1	1	1	0	0	0	6	1	2	0	0	0
8:00:00	0	0	104	24	20	14	0	0	2	1	1	0	0	0	7	1	3	1	0	0
8:15:00	0	0	146	42	30	10	0	0	4	2	1	0	0	0	11	4	4	1	0	0
8:30:00	0	0	181	35	38	8	0	0	4	0	1	0	0	0	13	2	4	0	0	0
8:45:00	0	0	232	51	42	4	0	0	9	5	1	0	0	0	21	8	5	1	0	0
9:00:00	0	0	265	33	46	4	0	0	13	4	2	1	0	0	24	3	6	1	0	0
9:15:00	0	0	265	0	46	0	0	0	13	0	2	0	0	0	24	0	6	0	0	0
16:00:00	0	0	265	0	46	0	0	0	13	0	2	0	0	0	24	0	6	0	0	0
16:15:00	0	0	370	105	48	2	0	0	16	3	2	0	0	0	29	5	8	2	0	0
16:30:00	0	0	475	105	49	1	0	0	16	0	3	1	0	0	32	3	8	0	0	0
16:45:00	0	0	593	118	49	0	0	0	16	0	3	0	0	0	32	0	8	0	0	0
17:00:00	0	0	672	79	51	2	0	0	16	0	3	0	0	0	32	0	8	0	0	0
17:15:00	0	0	771	99	52	1	0	0	18	2	3	0	0	0	32	0	8	0	0	0
17:30:00	0	0	874	103	52	0	0	0	18	0	3	0	0	0	33	1	8	0	0	0
17:45:00	0	0	958	84	52	0	0	0	19	1	3	0	0	0	34	1	8	0	0	0
18:00:00	0	0	1018	60	52	0	0	0	19	0	3	0	0	0	35	1	8	0	0	0
18:15:00	0	0	1018	0	52	0	0	0	19	0	3	0	0	0	35	0	8	0	0	0
18:15:15	0	0	1018	0	52	0	0	0	19	0	3	0	0	0	35	0	8	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400004

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400004

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	34	34	0	0	1	1	2	2	0	0	0	0	2	2	0	0	0	0
7:30:00	2	1	71	37	0	0	1	0	3	1	0	0	1	1	4	2	0	0	0	0
7:45:00	3	1	130	59	0	0	2	1	5	2	0	0	2	1	6	2	0	0	0	0
8:00:00	9	6	222	92	0	0	2	0	7	2	0	0	2	0	13	7	0	0	0	0
8:15:00	10	1	281	59	0	0	2	0	8	1	0	0	2	0	15	2	0	0	0	0
8:30:00	11	1	352	71	0	0	2	0	10	2	0	0	3	1	20	5	0	0	0	0
8:45:00	13	2	420	68	0	0	2	0	12	2	0	0	5	2	25	5	0	0	0	0
9:00:00	13	0	504	84	0	0	2	0	13	1	0	0	7	2	28	3	0	0	0	0
9:15:00	13	0	504	0	0	0	2	0	13	0	0	0	7	0	28	0	0	0	0	0
16:00:00	13	0	504	0	0	0	2	0	13	0	0	0	7	0	28	0	0	0	0	0
16:15:00	14	1	559	55	0	0	2	0	14	1	0	0	8	1	34	6	0	0	0	0
16:30:00	14	0	607	48	0	0	2	0	18	4	0	0	8	0	35	1	0	0	0	0
16:45:00	14	0	663	56	0	0	2	0	19	1	0	0	8	0	36	1	0	0	0	0
17:00:00	15	1	737	74	0	0	2	0	20	1	0	0	8	0	38	2	0	0	0	0
17:15:00	16	1	804	67	0	0	2	0	20	0	0	0	8	0	38	0	0	0	0	0
17:30:00	16	0	865	61	0	0	2	0	20	0	0	0	8	0	38	0	0	0	0	0
17:45:00	16	0	912	47	0	0	2	0	21	1	0	0	8	0	39	1	0	0	0	0
18:00:00	16	0	956	44	0	0	2	0	21	0	0	0	8	0	40	1	0	0	0	0
18:15:00	16	0	956	0	0	0	2	0	21	0	0	0	8	0	40	0	0	0	0	0
18:15:15	16	0	956	0	0	0	2	0	21	0	0	0	8	0	40	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400004

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	1	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0
7:45:00	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0
8:00:00	1	1	0	0	2	1	1	0	0	0	1	1	2	0	0	0	0	0	0	0
8:15:00	2	1	0	0	2	0	1	0	0	0	1	0	3	1	0	0	0	0	0	0
8:30:00	4	2	0	0	3	1	1	0	0	0	1	0	7	4	0	0	0	0	0	0
8:45:00	5	1	0	0	3	0	1	0	0	0	1	0	7	0	0	0	1	1	0	0
9:00:00	7	2	0	0	3	0	1	0	0	0	1	0	8	1	0	0	2	1	0	0
9:15:00	7	0	0	0	3	0	1	0	0	0	1	0	8	0	0	0	2	0	0	0
16:00:00	7	0	0	0	3	0	1	0	0	0	1	0	8	0	0	0	2	0	0	0
16:15:00	14	7	0	0	6	3	1	0	0	0	1	0	11	3	0	0	3	1	0	0
16:30:00	17	3	0	0	8	2	1	0	0	0	1	0	11	0	0	0	5	2	0	0
16:45:00	29	12	0	0	9	1	1	0	0	0	1	0	14	3	0	0	5	0	0	0
17:00:00	34	5	0	0	12	3	1	0	0	0	2	1	14	0	0	0	5	0	0	0
17:15:00	41	7	0	0	13	1	1	0	0	0	2	0	14	0	0	0	5	0	0	0
17:30:00	45	4	0	0	14	1	1	0	0	0	2	0	14	0	0	0	5	0	0	0
17:45:00	45	0	0	0	14	0	1	0	0	0	2	0	14	0	0	0	5	0	0	0
18:00:00	47	2	0	0	14	0	1	0	0	0	2	0	14	0	0	0	5	0	0	0
18:15:00	47	0	0	0	14	0	1	0	0	0	2	0	14	0	0	0	5	0	0	0
18:15:15	47	0	0	0	14	0	1	0	0	0	2	0	14	0	0	0	5	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

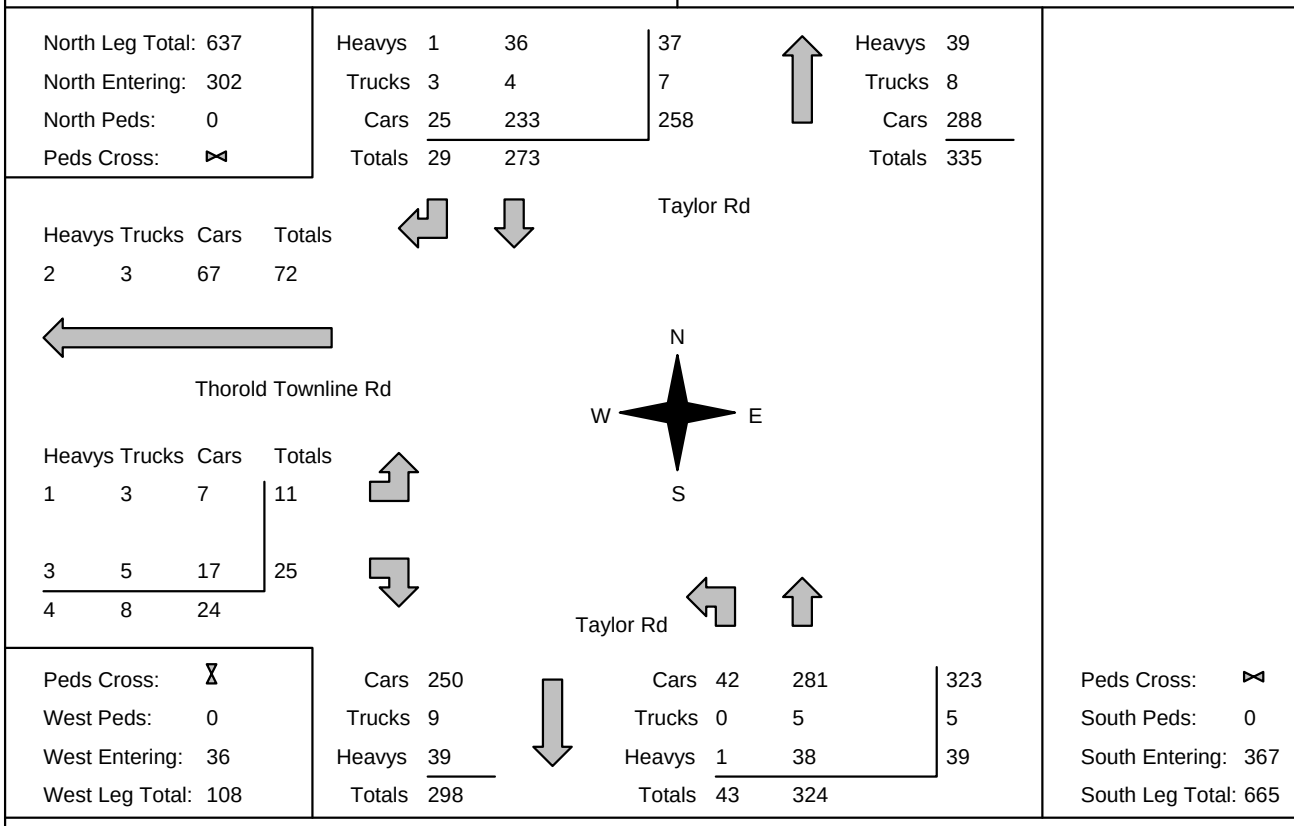
Municipality: Thorold
Site #: 2500400005
Intersection: Taylor Rd & Thorold Townline Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Taylor Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

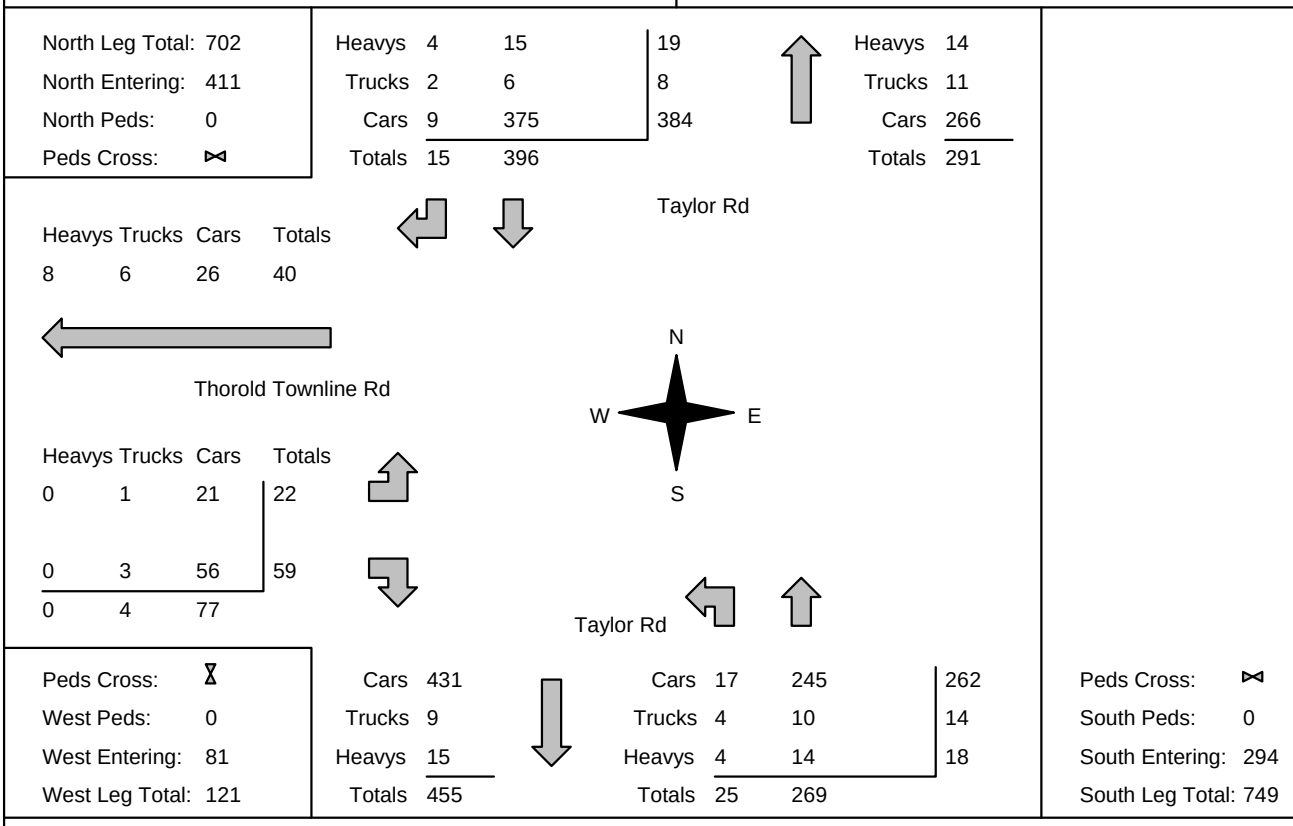
Municipality: Thorold
Site #: 2500400005
Intersection: Taylor Rd & Thorold Townline Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Taylor Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

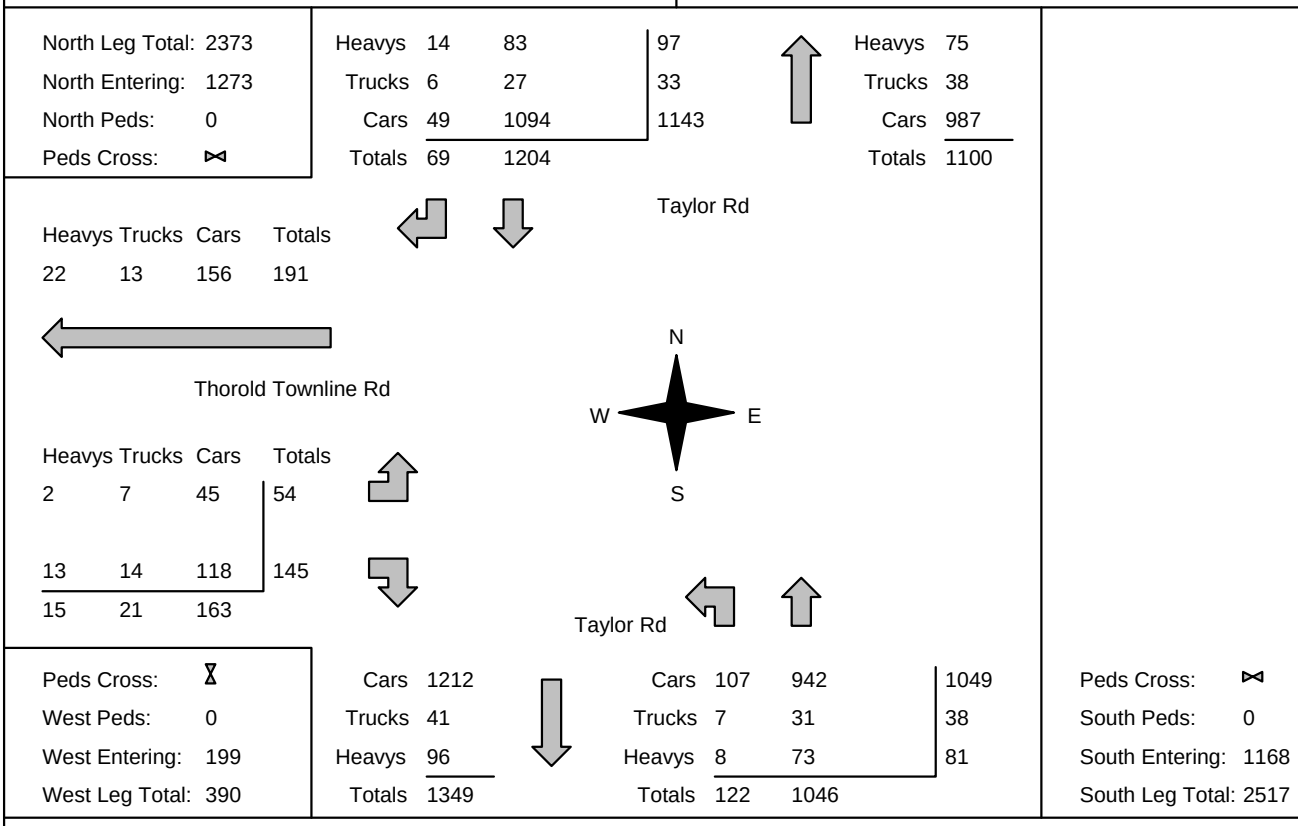
Municipality: Thorold
Site #: 2500400005
Intersection: Taylor Rd & Thorold Townline Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Taylor Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Taylor Rd & Thorold Townline Rd | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*199*	*25*	*224*	*0*	*532*
9:00:00	*0*	*291*	*24*	*315*	*0*	*656*
16:00:00	*0*	*0*	*0*	*0*	*0*	*1*
17:00:00	*0*	*396*	*15*	*411*	*0*	*705*
18:00:00	*0*	*318*	*5*	*323*	*0*	*547*
Totals:	0	1204	69	1273	0	2441

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*47*	*261*	*0*	*308*	*0*
9:00:00	*39*	*302*	*0*	*341*	*0*
16:00:00	*0*	*1*	*0*	*1*	*0*
17:00:00	*25*	*269*	*0*	*294*	*0*
18:00:00	*11*	*213*	*0*	*224*	*0*
S Totals:	122	1046	0	1168	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*	*41*
9:00:00	*0*	*0*	*0*	*0*	*0*	*38*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*	*81*
18:00:00	*0*	*0*	*0*	*0*	*0*	*39*
Totals:	0	0	0	0	0	199

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*7*	*0*	*34*	*41*	*0*
9:00:00	*13*	*0*	*25*	*38*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*22*	*0*	*59*	*81*	*0*
18:00:00	*12*	*0*	*27*	*39*	*0*
W Totals:	54	0	145	199	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*7*	*13*	*0*	*22*	*12*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400005

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	27	27	4	4	0	0	1	1	0	0	0	0	4	4	1	1	0	0
7:30:00	0	0	62	35	9	5	0	0	4	3	0	0	0	0	15	11	2	1	0	0
7:45:00	0	0	114	52	12	3	0	0	7	3	0	0	0	0	20	5	5	3	0	0
8:00:00	0	0	163	49	20	8	0	0	7	0	0	0	0	0	29	9	5	0	0	0
8:15:00	0	0	208	45	25	5	0	0	7	0	1	1	0	0	34	5	5	0	0	0
8:30:00	0	0	280	72	30	5	0	0	8	1	2	1	0	0	44	10	6	1	0	0
8:45:00	0	0	347	67	37	7	0	0	11	3	3	1	0	0	56	12	6	0	0	0
9:00:00	0	0	406	59	38	1	0	0	18	7	3	0	0	0	66	10	8	2	0	0
9:15:00	0	0	406	0	38	0	0	0	18	0	3	0	0	0	66	0	8	0	0	0
16:00:00	0	0	406	0	38	0	0	0	18	0	3	0	0	0	66	0	8	0	0	0
16:15:00	0	0	491	85	40	2	0	0	23	5	5	2	0	0	71	5	9	1	0	0
16:30:00	0	0	575	84	41	1	0	0	24	1	5	0	0	0	76	5	11	2	0	0
16:45:00	0	0	687	112	46	5	0	0	24	0	5	0	0	0	79	3	12	1	0	0
17:00:00	0	0	781	94	47	1	0	0	24	0	5	0	0	0	81	2	12	0	0	0
17:15:00	0	0	861	80	48	1	0	0	25	1	6	1	0	0	81	0	12	0	0	0
17:30:00	0	0	961	100	48	0	0	0	25	0	6	0	0	0	81	0	12	0	0	0
17:45:00	0	0	1044	83	49	1	0	0	26	1	6	0	0	0	83	2	13	1	0	0
18:00:00	0	0	1094	50	49	0	0	0	27	1	6	0	0	0	83	0	14	1	0	0
18:15:00	0	0	1094	0	49	0	0	0	27	0	6	0	0	0	83	0	14	0	0	0
18:15:15	0	0	1094	0	49	0	0	0	27	0	6	0	0	0	83	0	14	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400005

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400005

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	6	6	31	31	0	0	0	0	4	4	0	0	0	0	4	4	0	0	0	0
7:30:00	14	8	77	46	0	0	0	0	5	1	0	0	0	0	10	6	0	0	0	0
7:45:00	30	16	138	61	0	0	2	2	7	2	0	0	1	1	17	7	0	0	0	0
8:00:00	44	14	224	86	0	0	2	0	8	1	0	0	1	0	29	12	0	0	0	0
8:15:00	54	10	279	55	0	0	2	0	9	1	0	0	2	1	39	10	0	0	0	0
8:30:00	63	9	346	67	0	0	2	0	10	1	0	0	2	0	46	7	0	0	0	0
8:45:00	72	9	419	73	0	0	2	0	12	2	0	0	2	0	55	9	0	0	0	0
9:00:00	82	10	491	72	0	0	2	0	16	4	0	0	2	0	56	1	0	0	0	0
9:15:00	82	0	491	0	0	0	2	0	17	1	0	0	2	0	56	0	0	0	0	0
16:00:00	82	0	491	0	0	0	2	0	17	0	0	0	2	0	56	0	0	0	0	0
16:15:00	87	5	558	67	0	0	3	1	21	4	0	0	2	0	62	6	0	0	0	0
16:30:00	93	6	611	53	0	0	4	1	25	4	0	0	3	1	65	3	0	0	0	0
16:45:00	97	4	669	58	0	0	4	0	26	1	0	0	4	1	69	4	0	0	0	0
17:00:00	99	2	736	67	0	0	6	2	27	1	0	0	6	2	70	1	0	0	0	0
17:15:00	100	1	792	56	0	0	6	0	28	1	0	0	7	1	70	0	0	0	0	0
17:30:00	102	2	847	55	0	0	7	1	29	1	0	0	7	0	71	1	0	0	0	0
17:45:00	106	4	889	42	0	0	7	0	30	1	0	0	7	0	72	1	0	0	0	0
18:00:00	107	1	942	53	0	0	7	0	31	1	0	0	8	1	73	1	0	0	0	0
18:15:00	107	0	942	0	0	0	7	0	31	0	0	0	8	0	73	0	0	0	0	0
18:15:15	107	0	942	0	0	0	7	0	31	0	0	0	8	0	73	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400005

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	5	5	0	0	0	0	2	2	1	1	0	0	5	5	0	0
7:30:00	1	0	0	0	6	1	0	0	0	0	3	1	1	0	0	0	8	3	0	0
7:45:00	2	1	0	0	12	6	2	2	0	0	4	1	1	0	0	0	9	1	0	0
8:00:00	2	0	0	0	17	5	3	1	0	0	8	4	2	1	0	0	9	0	0	0
8:15:00	5	3	0	0	20	3	5	2	0	0	8	0	2	0	0	0	10	1	0	0
8:30:00	8	3	0	0	24	4	5	0	0	0	8	0	2	0	0	0	12	2	0	0
8:45:00	9	1	0	0	29	5	5	0	0	0	9	1	2	0	0	0	12	0	0	0
9:00:00	12	3	0	0	36	7	6	1	0	0	10	1	2	0	0	0	13	1	0	0
9:15:00	12	0	0	0	36	0	6	0	0	0	10	0	2	0	0	0	13	0	0	0
16:00:00	12	0	0	0	36	0	6	0	0	0	10	0	2	0	0	0	13	0	0	0
16:15:00	20	8	0	0	52	16	6	0	0	0	10	0	2	0	0	0	13	0	0	0
16:30:00	24	4	0	0	64	12	7	1	0	0	12	2	2	0	0	0	13	0	0	0
16:45:00	26	2	0	0	82	18	7	0	0	0	13	1	2	0	0	0	13	0	0	0
17:00:00	33	7	0	0	92	10	7	0	0	0	13	0	2	0	0	0	13	0	0	0
17:15:00	39	6	0	0	97	5	7	0	0	0	13	0	2	0	0	0	13	0	0	0
17:30:00	44	5	0	0	113	16	7	0	0	0	13	0	2	0	0	0	13	0	0	0
17:45:00	44	0	0	0	116	3	7	0	0	0	13	0	2	0	0	0	13	0	0	0
18:00:00	45	1	0	0	118	2	7	0	0	0	14	1	2	0	0	0	13	0	0	0
18:15:00	45	0	0	0	118	0	7	0	0	0	14	0	2	0	0	0	13	0	0	0
18:15:15	45	0	0	0	118	0	7	0	0	0	14	0	2	0	0	0	13	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

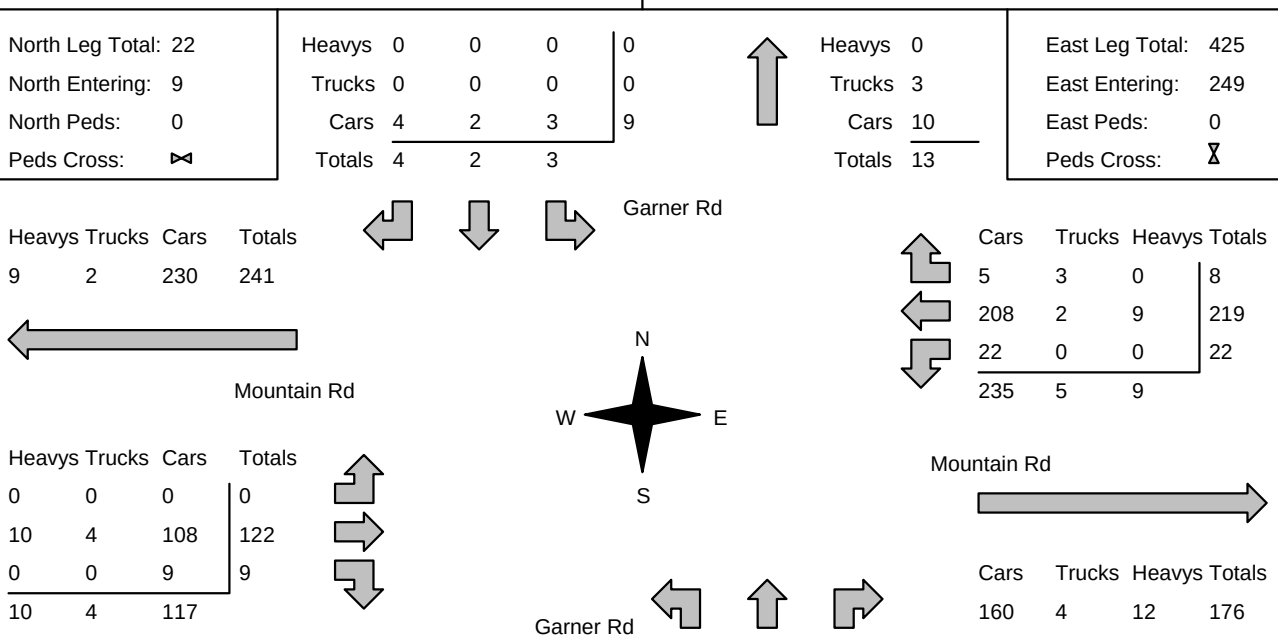
Municipality: Thorold
Site #: 2500400006
Intersection: Mountain Rd & Garner Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Mountain Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

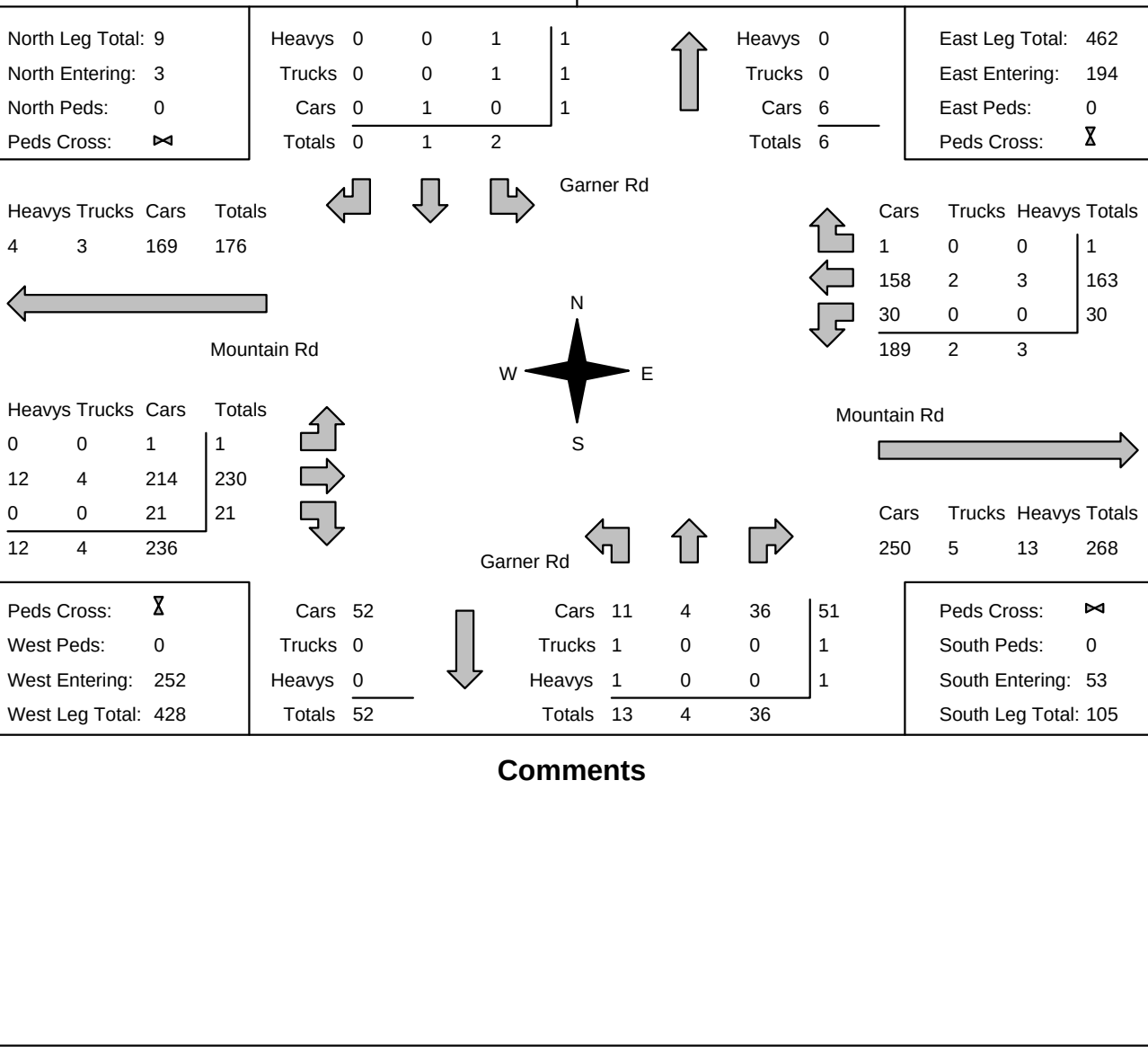
Municipality: Thorold
Site #: 2500400006
Intersection: Mountain Rd & Garner Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Mountain Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

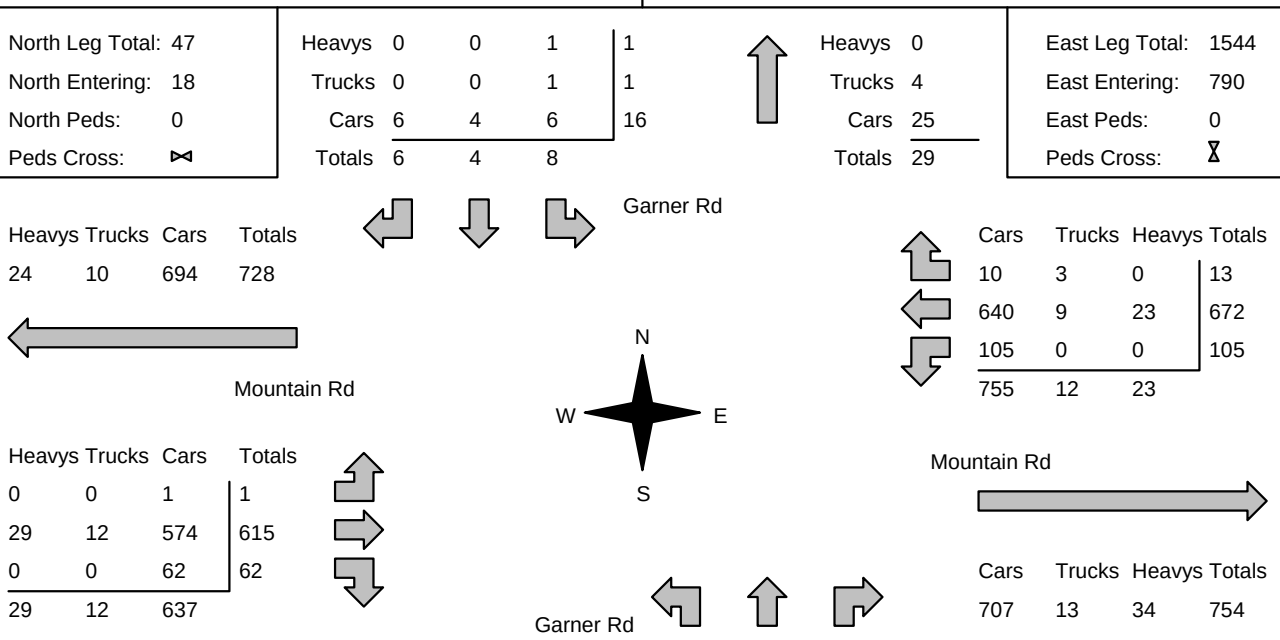
Municipality: Thorold
Site #: 2500400006
Intersection: Mountain Rd & Garner Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Mountain Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Mountain Rd & Garner Rd | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*1*	*0*	*5*	*6*	*0*
9:00:00	*2*	*2*	*1*	*5*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*2*	*1*	*0*	*3*	*0*
18:00:00	*3*	*1*	*0*	*4*	*0*
Totals:	8	4	6	18	0

North/South Total Approaches: 214

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*7*	*4*	*29*	*40*	*0*
9:00:00	*18*	*3*	*45*	*66*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*13*	*4*	*36*	*53*	*0*
18:00:00	*12*	*4*	*21*	*37*	*0*
S Totals:	50	15	131	196	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*24*	*156*	*4*	*184*	*0*
9:00:00	*28*	*213*	*5*	*246*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*30*	*163*	*1*	*194*	*0*
18:00:00	*23*	*140*	*3*	*166*	*0*
Totals:	105	672	13	790	0

East/West Total Approaches: 1468

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*91*	*2*	*93*	*0*
9:00:00	*0*	*117*	*13*	*130*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*1*	*230*	*21*	*252*	*0*
18:00:00	*0*	*177*	*26*	*203*	*0*
W Totals:	1	615	62	678	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*12*	*23*	*0*	*19*	*19*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400006

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	1	1	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	1	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	1	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	3	2	2	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	3	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	3	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	3	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	3	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	3	0	3	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	3	0	3	0	6	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0
17:00:00	3	0	3	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
17:15:00	4	1	3	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
17:30:00	5	1	4	1	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
17:45:00	5	0	4	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
18:00:00	6	1	4	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15:00	6	0	4	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15:15	6	0	4	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400006

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	27	27	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
7:30:00	9	7	48	21	1	1	0	0	3	1	0	0	0	0	5	5	0	0	0	0
7:45:00	20	11	96	48	1	0	0	0	4	1	0	0	0	0	7	2	0	0	0	0
8:00:00	24	4	142	46	3	2	0	0	4	0	1	1	0	0	10	3	0	0	0	0
8:15:00	33	9	193	51	3	0	0	0	4	0	1	0	0	0	11	1	0	0	0	0
8:30:00	37	4	253	60	4	1	0	0	5	1	3	2	0	0	13	2	0	0	0	0
8:45:00	42	5	304	51	6	2	0	0	6	1	3	0	0	0	16	3	0	0	0	0
9:00:00	52	10	345	41	6	0	0	0	6	0	3	0	0	0	18	2	0	0	0	0
9:15:00	52	0	345	0	6	0	0	0	6	0	3	0	0	0	18	0	0	0	0	0
16:00:00	52	0	345	0	6	0	0	0	6	0	3	0	0	0	18	0	0	0	0	0
16:15:00	55	3	381	36	6	0	0	0	7	1	3	0	0	0	20	2	0	0	0	0
16:30:00	60	5	407	26	6	0	0	0	8	1	3	0	0	0	21	1	0	0	0	0
16:45:00	66	6	454	47	6	0	0	0	8	0	3	0	0	0	21	0	0	0	0	0
17:00:00	82	16	503	49	7	1	0	0	8	0	3	0	0	0	21	0	0	0	0	0
17:15:00	89	7	541	38	8	1	0	0	9	1	3	0	0	0	21	0	0	0	0	0
17:30:00	97	8	575	34	10	2	0	0	9	0	3	0	0	0	21	0	0	0	0	0
17:45:00	101	4	613	38	10	0	0	0	9	0	3	0	0	0	22	1	0	0	0	0
18:00:00	105	4	640	27	10	0	0	0	9	0	3	0	0	0	23	1	0	0	0	0
18:15:00	105	0	640	0	10	0	0	0	9	0	3	0	0	0	23	0	0	0	0	0
18:15:15	105	0	640	0	10	0	0	0	9	0	3	0	0	0	23	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400006

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	2	1	1	1	13	6	0	0	1	1	0	0	0	0	0	0	2	2	0	0
8:00:00	7	5	3	2	26	13	0	0	1	0	0	0	0	0	0	0	3	1	0	0
8:15:00	9	2	5	2	37	11	0	0	1	0	0	0	0	0	0	0	3	0	0	0
8:30:00	13	4	5	0	50	13	0	0	1	0	0	0	0	0	0	0	4	1	0	0
8:45:00	20	7	6	1	62	12	0	0	1	0	0	0	0	0	0	0	4	0	0	0
9:00:00	25	5	6	0	70	8	0	0	1	0	0	0	0	0	0	0	4	0	0	0
9:15:00	25	0	6	0	70	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0
16:00:00	25	0	6	0	70	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0
16:15:00	29	4	8	2	76	6	1	1	1	0	0	0	1	1	0	0	4	0	0	0
16:30:00	31	2	9	1	91	15	1	0	1	0	0	0	1	0	0	0	4	0	0	0
16:45:00	34	3	9	0	96	5	1	0	1	0	0	0	1	0	0	0	4	0	0	0
17:00:00	36	2	10	1	106	10	1	0	1	0	0	0	1	0	0	0	4	0	0	0
17:15:00	39	3	11	1	117	11	1	0	1	0	0	0	1	0	0	0	4	0	0	0
17:30:00	41	2	11	0	121	4	1	0	1	0	0	0	1	0	0	0	4	0	0	0
17:45:00	46	5	13	2	125	4	1	0	1	0	0	0	1	0	0	0	4	0	0	0
18:00:00	48	2	14	1	127	2	1	0	1	0	0	0	1	0	0	0	4	0	0	0
18:15:00	48	0	14	0	127	0	1	0	1	0	0	0	1	0	0	0	4	0	0	0
18:15:15	48	0	14	0	127	0	1	0	1	0	0	0	1	0	0	0	4	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400006

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	11	11	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	26	15	1	0	0	0	2	1	0	0	0	0	1	1	0	0	0	0
7:45:00	0	0	51	25	2	1	0	0	2	0	0	0	0	0	3	2	0	0	0	0
8:00:00	0	0	81	30	2	0	0	0	4	2	0	0	0	0	6	3	0	0	0	0
8:15:00	0	0	105	24	4	2	0	0	6	2	0	0	0	0	10	4	0	0	0	0
8:30:00	0	0	128	23	7	3	0	0	6	0	0	0	0	0	10	0	0	0	0	0
8:45:00	0	0	159	31	11	4	0	0	6	0	0	0	0	0	13	3	0	0	0	0
9:00:00	0	0	187	28	15	4	0	0	7	1	0	0	0	0	14	1	0	0	0	0
9:15:00	0	0	187	0	15	0	0	0	7	0	0	0	0	0	14	0	0	0	0	0
16:00:00	0	0	187	0	15	0	0	0	7	0	0	0	0	0	14	0	0	0	0	0
16:15:00	1	1	238	51	22	7	0	0	9	2	0	0	0	0	19	5	0	0	0	0
16:30:00	1	0	298	60	26	4	0	0	9	0	0	0	0	0	23	4	0	0	0	0
16:45:00	1	0	351	53	30	4	0	0	11	2	0	0	0	0	26	3	0	0	0	0
17:00:00	1	0	401	50	36	6	0	0	11	0	0	0	0	0	26	0	0	0	0	0
17:15:00	1	0	442	41	45	9	0	0	11	0	0	0	0	0	27	1	0	0	0	0
17:30:00	1	0	496	54	55	10	0	0	12	1	0	0	0	0	29	2	0	0	0	0
17:45:00	1	0	534	38	58	3	0	0	12	0	0	0	0	0	29	0	0	0	0	0
18:00:00	1	0	574	40	62	4	0	0	12	0	0	0	0	0	29	0	0	0	0	0
18:15:00	1	0	574	0	62	0	0	0	12	0	0	0	0	0	29	0	0	0	0	0
18:15:15	1	0	574	0	62	0	0	0	12	0	0	0	0	0	29	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

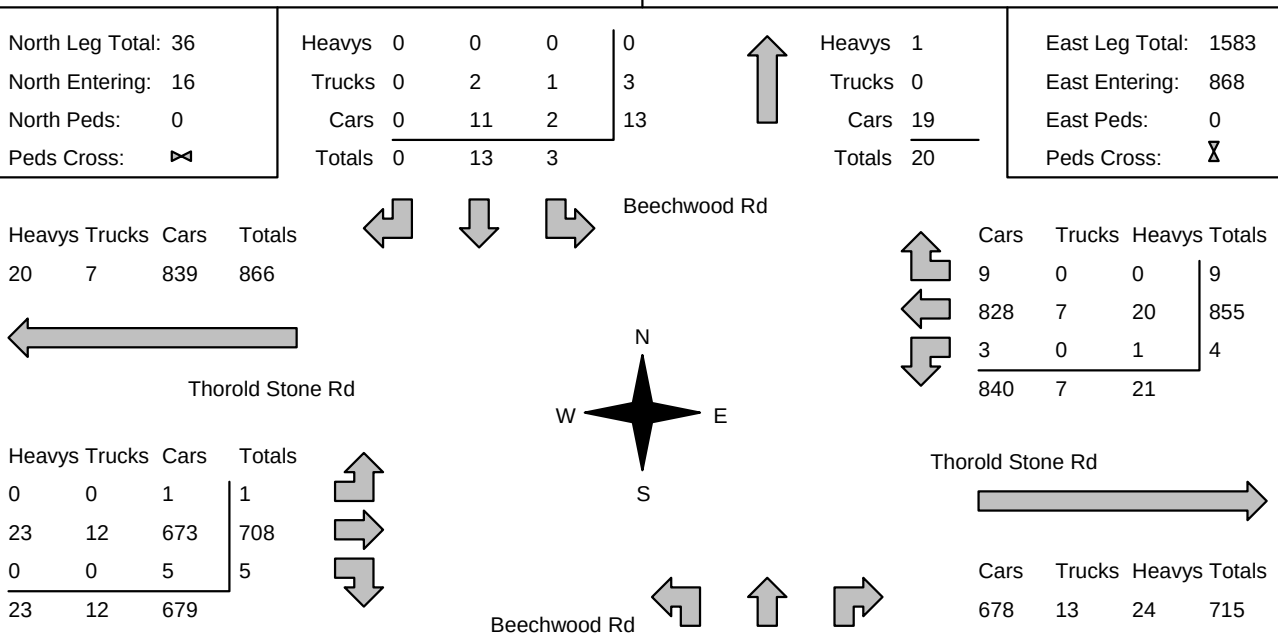
Municipality: Thorold
Site #: 2500400007
Intersection: Thorold Stone Rd & Beechwood Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Stone Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Thorold
Site #: 2500400007
Intersection: Thorold Stone Rd & Beechwood Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Stone Rd runs W/E

North Leg Total:	57
North Entering:	26
North Peds:	0
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	1	0	1
Cars	0	21	4	25
Totals	0	22	4	

Heavys	1	
Trucks	0	
Cars	30	
Totals	31	

East Leg Total:	1934
East Entering:	867
East Peds:	0
Peds Cross:	⧖

Beechwood Rd

Heavys	Trucks	Cars	Totals
12	9	838	859

Thorold Stone Rd

Cars	Trucks	Heavys	Totals
15	0	1	16
830	8	12	850
1	0	0	1
846	8	13	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	1	1
14	2	1045	1061
0	1	12	13
14	3	1058	

Thorold Stone Rd

Cars	Trucks	Heavys	Totals
1051	2	14	1067

Beechwood Rd

Peds Cross:	⧖
West Peds:	0
West Entering:	1075
West Leg Total:	1934

Cars	34			
Trucks	2			
Heavys	0			
Totals	36			

Cars	8	14	2	24
Trucks	1	0	0	1
Heavys	0	0	0	0
Totals	9	14	2	

Peds Cross:	⋈
South Peds:	0
South Entering:	25
South Leg Total:	61

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

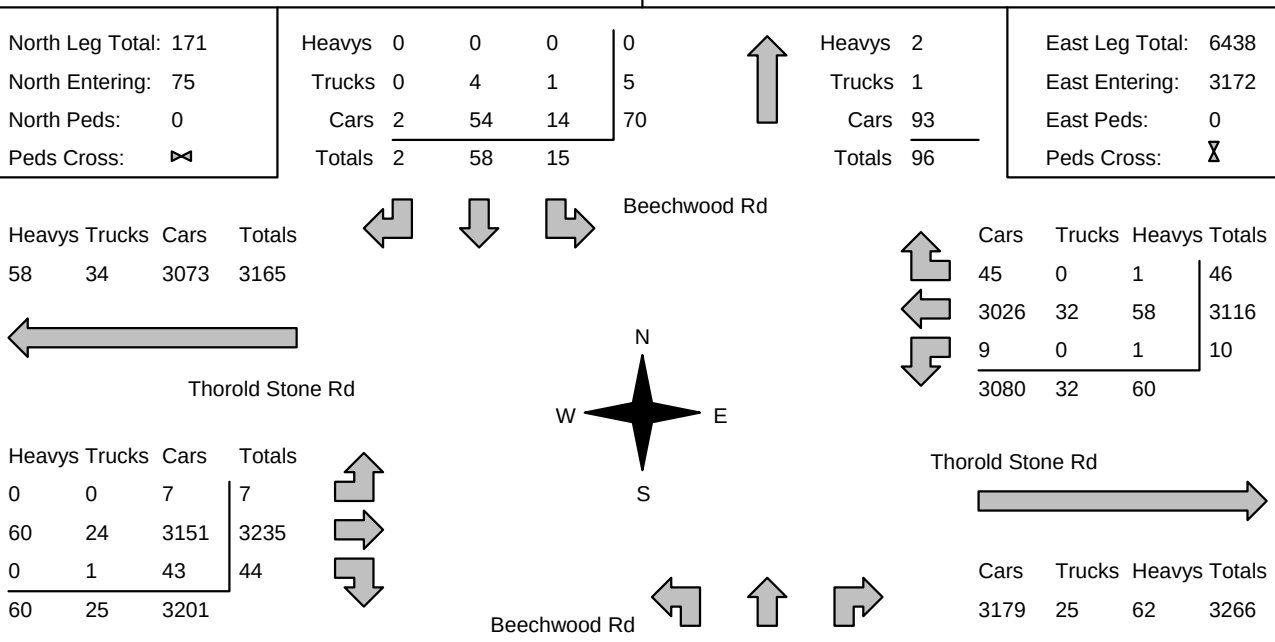
Municipality: Thorold
Site #: 2500400007
Intersection: Thorold Stone Rd & Beechwood Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Stone Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Thorold Stone Rd & Beechwood R | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*1*	*5*	*0*	*6*	*0*
9:00:00	*3*	*13*	*0*	*16*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*4*	*22*	*0*	*26*	*0*
18:00:00	*7*	*18*	*2*	*27*	*0*
Totals:	15	58	2	75	0

North/South Total Approaches: 181

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*12*	*8*	*5*	*25*	*0*
9:00:00	*11*	*10*	*4*	*25*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*9*	*14*	*2*	*25*	*0*
18:00:00	*15*	*11*	*5*	*31*	*0*
S Totals:	47	43	16	106	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*1*	*639*	*10*	*650*	*0*
9:00:00	*4*	*855*	*9*	*868*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*1*	*850*	*16*	*867*	*0*
18:00:00	*4*	*771*	*11*	*786*	*0*
Totals:	10	3115	46	3171	0

East/West Total Approaches: 6457

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*1*	*559*	*9*	*569*	*0*
9:00:00	*1*	*708*	*5*	*714*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*1*	*1061*	*13*	*1075*	*0*
18:00:00	*4*	*907*	*17*	*928*	*0*
W Totals:	7	3235	44	3286	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*21*	*27*	*0*	*35*	*40*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400007

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	1	0	4	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:15:00	2	1	7	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:30:00	2	0	8	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
8:45:00	2	0	11	3	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0
9:00:00	3	1	15	4	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0
9:15:00	3	0	15	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
16:00:00	3	0	15	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
16:15:00	4	1	22	7	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
16:30:00	5	1	26	4	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
16:45:00	5	0	31	5	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0
17:00:00	7	2	36	5	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
17:15:00	9	2	39	3	1	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0
17:30:00	11	2	42	3	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
17:45:00	12	1	48	6	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
18:00:00	14	2	54	6	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0
18:15:00	14	0	54	0	2	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
18:15:15	14	0	54	0	2	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400007

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	107	107	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	1	0	221	114	5	2	0	0	1	1	0	0	0	0	9	8	0	0	0	0
7:45:00	1	0	433	212	7	2	0	0	5	4	0	0	0	0	10	1	0	0	0	0
8:00:00	1	0	615	182	10	3	0	0	7	2	0	0	0	0	17	7	0	0	0	0
8:15:00	4	3	801	186	13	3	0	0	9	2	0	0	0	0	17	0	0	0	0	0
8:30:00	4	0	1043	242	15	2	0	0	13	4	0	0	1	1	25	8	0	0	0	0
8:45:00	4	0	1254	211	16	1	0	0	14	1	0	0	1	0	31	6	0	0	0	0
9:00:00	4	0	1443	189	19	3	0	0	14	0	0	0	1	0	37	6	0	0	0	0
9:15:00	4	0	1443	0	19	0	0	0	14	0	0	0	1	0	37	0	0	0	0	0
16:00:00	4	0	1443	0	19	0	0	0	14	0	0	0	1	0	37	0	0	0	0	0
16:15:00	4	0	1643	200	20	1	0	0	17	3	0	0	1	0	44	7	1	1	0	0
16:30:00	4	0	1835	192	25	5	0	0	18	1	0	0	1	0	47	3	1	0	0	0
16:45:00	4	0	2052	217	29	4	0	0	20	2	0	0	1	0	48	1	1	0	0	0
17:00:00	5	1	2273	221	34	5	0	0	22	2	0	0	1	0	49	1	1	0	0	0
17:15:00	7	2	2466	193	38	4	0	0	25	3	0	0	1	0	52	3	1	0	0	0
17:30:00	8	1	2676	210	42	4	0	0	29	4	0	0	1	0	55	3	1	0	0	0
17:45:00	8	0	2862	186	42	0	0	0	31	2	0	0	1	0	55	0	1	0	0	0
18:00:00	9	1	3026	164	45	3	0	0	32	1	0	0	1	0	57	2	1	0	0	0
18:15:00	9	0	3026	0	45	0	0	0	32	0	0	0	1	0	58	1	1	0	0	0
18:15:15	9	0	3026	0	45	0	0	0	32	0	0	0	1	0	58	0	1	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400007

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	3	1	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:45:00	7	4	5	2	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0
8:00:00	12	5	7	2	4	4	0	0	1	0	0	0	0	0	0	0	1	0	0	0
8:15:00	17	5	7	0	4	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
8:30:00	20	3	11	4	6	2	0	0	1	0	0	0	0	0	1	1	1	0	0	0
8:45:00	20	0	15	4	6	0	0	0	1	0	0	0	0	0	1	0	2	1	0	0
9:00:00	23	3	16	1	7	1	0	0	1	0	0	0	0	0	1	0	2	0	0	0
9:15:00	23	0	16	0	7	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0
16:00:00	23	0	16	0	7	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0
16:15:00	26	3	18	2	9	2	0	0	1	0	0	0	0	0	1	0	2	0	0	0
16:30:00	28	2	22	4	9	0	1	1	1	0	0	0	0	0	1	0	2	0	0	0
16:45:00	29	1	27	5	9	0	1	0	1	0	0	0	0	0	1	0	2	0	0	0
17:00:00	31	2	30	3	9	0	1	0	1	0	0	0	0	0	1	0	2	0	0	0
17:15:00	36	5	34	4	11	2	1	0	1	0	0	0	0	0	1	0	2	0	0	0
17:30:00	37	1	36	2	13	2	2	1	1	0	0	0	0	0	1	0	2	0	0	0
17:45:00	43	6	38	2	14	1	2	0	1	0	0	0	0	0	1	0	2	0	0	0
18:00:00	45	2	41	3	14	0	2	0	1	0	0	0	0	0	1	0	2	0	0	0
18:15:00	45	0	41	0	14	0	2	0	1	0	0	0	0	0	1	0	2	0	0	0
18:15:15	45	0	41	0	14	0	2	0	1	0	0	0	0	0	1	0	2	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400007

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	87	87	0	0	0	0	4	4	0	0	0	0	7	7	0	0	0	0
7:30:00	0	0	219	132	3	3	0	0	7	3	0	0	0	0	10	3	0	0	0	0
7:45:00	0	0	372	153	6	3	0	0	9	2	0	0	0	0	14	4	0	0	0	0
8:00:00	1	1	533	161	9	3	0	0	9	0	0	0	0	0	17	3	0	0	0	0
8:15:00	1	0	714	181	9	0	0	0	11	2	0	0	0	0	22	5	0	0	0	0
8:30:00	1	0	864	150	11	2	0	0	14	3	0	0	0	0	28	6	0	0	0	0
8:45:00	2	1	1035	171	12	1	0	0	18	4	0	0	0	0	35	7	0	0	0	0
9:00:00	2	0	1206	171	14	2	0	0	21	3	0	0	0	0	40	5	0	0	0	0
9:15:00	2	0	1206	0	14	0	0	0	21	0	0	0	0	0	40	0	0	0	0	0
16:00:00	2	0	1206	0	14	0	0	0	21	0	0	0	0	0	40	0	0	0	0	0
16:15:00	2	0	1435	229	19	5	0	0	21	0	0	0	0	0	49	9	0	0	0	0
16:30:00	2	0	1723	288	24	5	0	0	21	0	1	1	0	0	50	1	0	0	0	0
16:45:00	2	0	1981	258	25	1	0	0	23	2	1	0	0	0	53	3	0	0	0	0
17:00:00	3	1	2251	270	26	1	0	0	23	0	1	0	0	0	54	1	0	0	0	0
17:15:00	6	3	2478	227	32	6	0	0	23	0	1	0	0	0	55	1	0	0	0	0
17:30:00	6	0	2739	261	35	3	0	0	23	0	1	0	0	0	56	1	0	0	0	0
17:45:00	6	0	2964	225	40	5	0	0	23	0	1	0	0	0	59	3	0	0	0	0
18:00:00	7	1	3151	187	43	3	0	0	24	1	1	0	0	0	60	1	0	0	0	0
18:15:00	7	0	3151	0	43	0	0	0	24	0	1	0	0	0	60	0	0	0	0	0
18:15:15	7	0	3151	0	43	0	0	0	24	0	1	0	0	0	60	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Thorold
Site #: 2500400008
Intersection: Taylor Rd & Beechwood Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

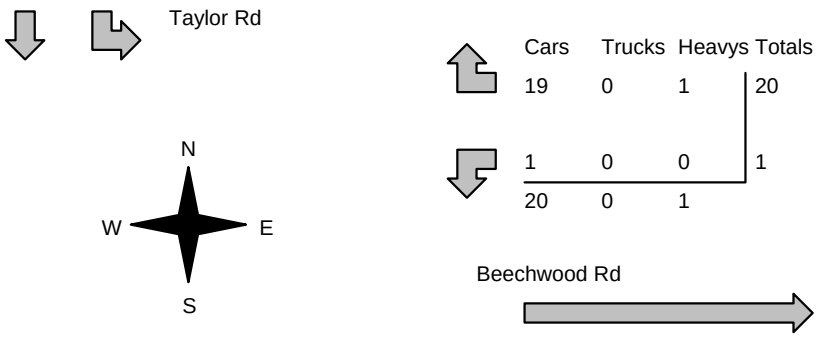
Major Road: Taylor Rd runs N/S

North Leg Total: 675
North Entering: 337
North Peds: 0
Peds Cross: ⋈

Heavys	39	0	39
Trucks	12	3	15
Cars	269	14	283
Totals	320	17	

Heavys	30
Trucks	11
Cars	297
Totals	338

East Leg Total: 40
East Entering: 21
East Peds: 0
Peds Cross: ⋈



Cars	270		
Trucks	12		
Heavys	39		
Totals	321		

Cars	278	1	279
Trucks	11	1	12
Heavys	29	0	29
Totals	318	2	

Peds Cross: ⋈
South Peds: 0
South Entering: 320
South Leg Total: 641

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Thorold
Site #: 2500400008
Intersection: Taylor Rd & Beechwood Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Taylor Rd runs N/S

North Leg Total: 762
North Entering: 442
North Peds: 0
Peds Cross: ⋈

Heavys	20	0	20
Trucks	8	1	9
Cars	386	27	413
Totals	414	28	

Heavys	16
Trucks	9
Cars	295
Totals	320

East Leg Total: 59
East Entering: 31
East Peds: 0
Peds Cross: ⋈

Taylor Rd

N
W E
S

Cars	Trucks	Heavys	Totals
30	0	1	31
0	0	0	0
30	0	1	

Beechwood Rd

Cars	Trucks	Heavys	Totals
27	1	0	28

Taylor Rd

Cars	386
Trucks	8
Heavys	20
Totals	414

Cars	265	0	265
Trucks	9	0	9
Heavys	15	0	15
Totals	289	0	

Peds Cross: ⋈
South Peds: 0
South Entering: 289
South Leg Total: 703

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Thorold
Site #: 2500400008
Intersection: Taylor Rd & Beechwood Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Taylor Rd runs N/S

North Leg Total: 2545
North Entering: 1353
North Peds: 0
Peds Cross: ⋈

Heavys	97	0	97
Trucks	32	5	37
Cars	1148	71	1219
Totals	1277	76	

Heavys	79
Trucks	33
Cars	1080
Totals	1192

East Leg Total: 178
East Entering: 100
East Peds: 0
Peds Cross: ⋈

Taylor Rd

	Cars	Trucks	Heavys	Totals
	95	1	2	98
	2	0	0	2
	97	1	2	

N
W E
S

Beechwood Rd

Cars	Trucks	Heavys	Totals
72	6	0	78

Taylor Rd

Cars	1150
Trucks	32
Heavys	97
Totals	1279

Cars	985	1	986
Trucks	32	1	33
Heavys	77	0	77
Totals	1094	2	

Peds Cross: ⋈
South Peds: 0
South Entering: 1096
South Leg Total: 2375

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Taylor Rd & Beechwood Rd | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*6*	*222*	*0*	*228*	*0*
9:00:00	*17*	*320*	*0*	*337*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*28*	*414*	*0*	*442*	*0*
18:00:00	*25*	*321*	*0*	*346*	*0*
Totals:	76	1277	0	1353	0

North/South Total Approaches: 2449

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*266*	*0*	*266*	*0*
9:00:00	*0*	*318*	*2*	*320*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*289*	*0*	*289*	*0*
18:00:00	*0*	*221*	*0*	*221*	*0*
S Totals:	0	1094	2	1096	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*1*	*0*	*18*	*19*	*0*
9:00:00	*1*	*0*	*20*	*21*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*31*	*31*	*0*
18:00:00	*0*	*0*	*29*	*29*	*0*
Totals:	2	0	98	100	0

East/West Total Approaches: 100

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400008

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	30	30	0	0	0	0	2	2	0	0	0	0	5	5	0	0	0	0
7:30:00	3	2	70	40	0	0	0	0	5	3	0	0	0	0	19	14	0	0	0	0
7:45:00	4	1	125	55	0	0	0	0	8	3	0	0	0	0	25	6	0	0	0	0
8:00:00	5	1	180	55	0	0	1	1	8	0	0	0	0	0	34	9	0	0	0	0
8:15:00	9	4	234	54	0	0	1	0	9	1	0	0	0	0	39	5	0	0	0	0
8:30:00	10	1	310	76	0	0	2	1	10	1	0	0	0	0	50	11	0	0	0	0
8:45:00	13	3	387	77	0	0	3	1	14	4	0	0	0	0	61	11	0	0	0	0
9:00:00	19	6	449	62	0	0	4	1	20	6	0	0	0	0	73	12	0	0	0	0
9:15:00	19	0	449	0	0	0	4	0	20	0	0	0	0	0	73	0	0	0	0	0
16:00:00	19	0	449	0	0	0	4	0	20	0	0	0	0	0	73	0	0	0	0	0
16:15:00	27	8	537	88	0	0	4	0	27	7	0	0	0	0	79	6	0	0	0	0
16:30:00	32	5	622	85	0	0	4	0	28	1	0	0	0	0	87	8	0	0	0	0
16:45:00	37	5	745	123	0	0	5	1	28	0	0	0	0	0	91	4	0	0	0	0
17:00:00	46	9	835	90	0	0	5	0	28	0	0	0	0	0	93	2	0	0	0	0
17:15:00	51	5	917	82	0	0	5	0	30	2	0	0	0	0	93	0	0	0	0	0
17:30:00	55	4	1015	98	0	0	5	0	30	0	0	0	0	0	94	1	0	0	0	0
17:45:00	63	8	1098	83	0	0	5	0	31	1	0	0	0	0	96	2	0	0	0	0
18:00:00	71	8	1148	50	0	0	5	0	32	1	0	0	0	0	97	1	0	0	0	0
18:15:00	71	0	1148	0	0	0	5	0	32	0	0	0	0	0	97	0	0	0	0	0
18:15:15	71	0	1148	0	0	0	5	0	32	0	0	0	0	0	97	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400008

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	0	0	0	11	5	0	0	0	0	1	1	0	0	0	0	0	0	0	0
8:00:00	1	0	0	0	17	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15:00	1	0	0	0	21	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:30:00	2	1	0	0	26	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:45:00	2	0	0	0	32	6	0	0	0	0	1	0	0	0	0	0	1	1	0	0
9:00:00	2	0	0	0	36	4	0	0	0	0	1	0	0	0	0	0	1	0	0	0
9:15:00	2	0	0	0	36	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
16:00:00	2	0	0	0	36	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
16:15:00	2	0	0	0	40	4	0	0	0	0	1	0	0	0	0	0	2	1	0	0
16:30:00	2	0	0	0	49	9	0	0	0	0	1	0	0	0	0	0	2	0	0	0
16:45:00	2	0	0	0	57	8	0	0	0	0	1	0	0	0	0	0	2	0	0	0
17:00:00	2	0	0	0	66	9	0	0	0	0	1	0	0	0	0	0	2	0	0	0
17:15:00	2	0	0	0	78	12	0	0	0	0	1	0	0	0	0	0	2	0	0	0
17:30:00	2	0	0	0	87	9	0	0	0	0	1	0	0	0	0	0	2	0	0	0
17:45:00	2	0	0	0	89	2	0	0	0	0	1	0	0	0	0	0	2	0	0	0
18:00:00	2	0	0	0	95	6	0	0	0	0	1	0	0	0	0	0	2	0	0	0
18:15:00	2	0	0	0	95	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0
18:15:15	2	0	0	0	95	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400008

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	32	32	0	0	0	0	4	4	0	0	0	0	6	6	0	0	0	0
7:30:00	0	0	77	45	0	0	0	0	5	1	0	0	0	0	12	6	0	0	0	0
7:45:00	0	0	142	65	0	0	0	0	9	4	0	0	0	0	19	7	0	0	0	0
8:00:00	0	0	226	84	0	0	0	0	10	1	0	0	0	0	30	11	0	0	0	0
8:15:00	0	0	287	61	1	1	0	0	13	3	0	0	0	0	41	11	0	0	0	0
8:30:00	0	0	355	68	1	0	0	0	15	2	0	0	0	0	49	8	0	0	0	0
8:45:00	0	0	428	73	1	0	0	0	17	2	0	0	0	0	58	9	0	0	0	0
9:00:00	0	0	504	76	1	0	0	0	21	4	1	1	0	0	59	1	0	0	0	0
9:15:00	0	0	504	0	1	0	0	0	21	0	1	0	0	0	59	0	0	0	0	0
16:00:00	0	0	504	0	1	0	0	0	21	0	1	0	0	0	59	0	0	0	0	0
16:15:00	0	0	577	73	1	0	0	0	23	2	1	0	0	0	65	6	0	0	0	0
16:30:00	0	0	633	56	1	0	0	0	28	5	1	0	0	0	69	4	0	0	0	0
16:45:00	0	0	689	56	1	0	0	0	29	1	1	0	0	0	72	3	0	0	0	0
17:00:00	0	0	769	80	1	0	0	0	30	1	1	0	0	0	74	2	0	0	0	0
17:15:00	0	0	831	62	1	0	0	0	31	1	1	0	0	0	74	0	0	0	0	0
17:30:00	0	0	893	62	1	0	0	0	31	0	1	0	0	0	75	1	0	0	0	0
17:45:00	0	0	934	41	1	0	0	0	32	1	1	0	0	0	76	1	0	0	0	0
18:00:00	0	0	985	51	1	0	0	0	32	0	1	0	0	0	77	1	0	0	0	0
18:15:00	0	0	985	0	1	0	0	0	32	0	1	0	0	0	77	0	0	0	0	0
18:15:15	0	0	985	0	1	0	0	0	32	0	1	0	0	0	77	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400008

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:30:00
To: 8:30:00

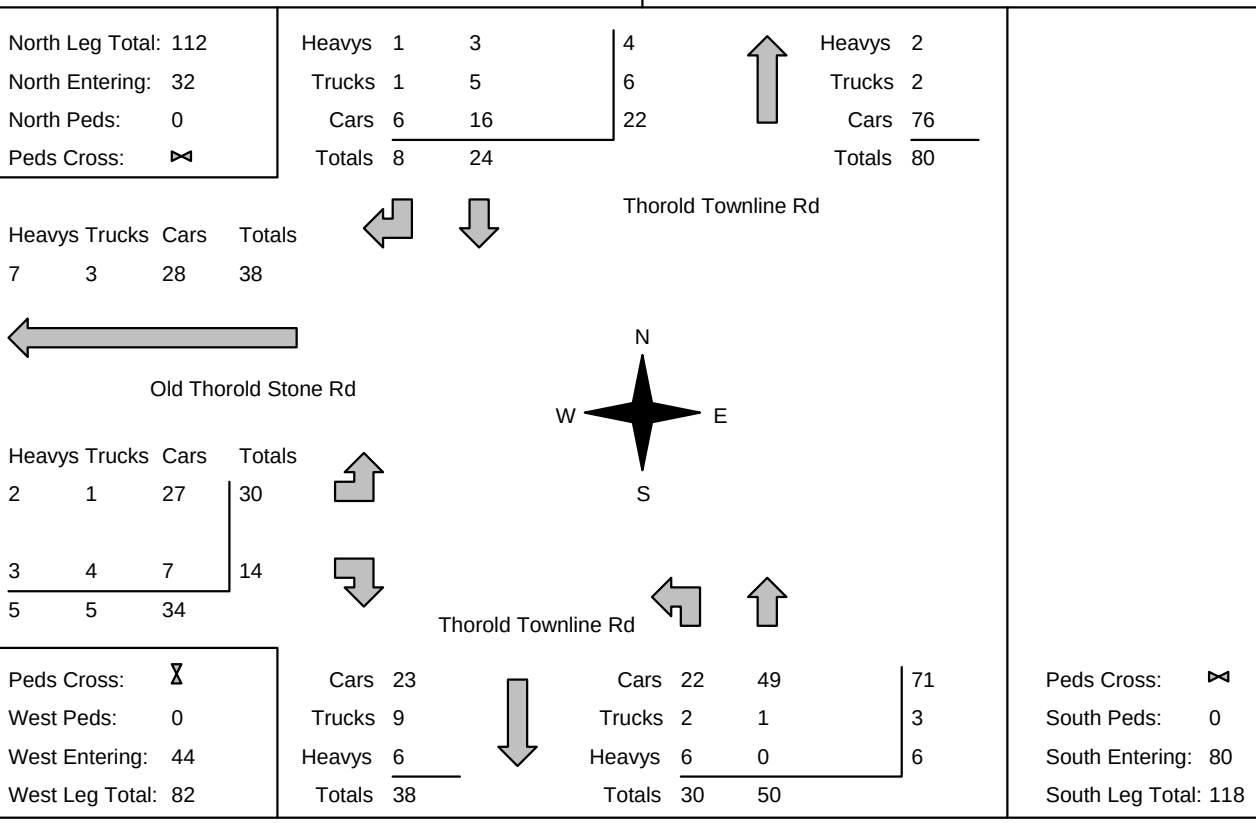
Municipality: Thorold
Site #: 2500400009
Intersection: Thorold Townline Rd & Old Thorold
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Townline Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

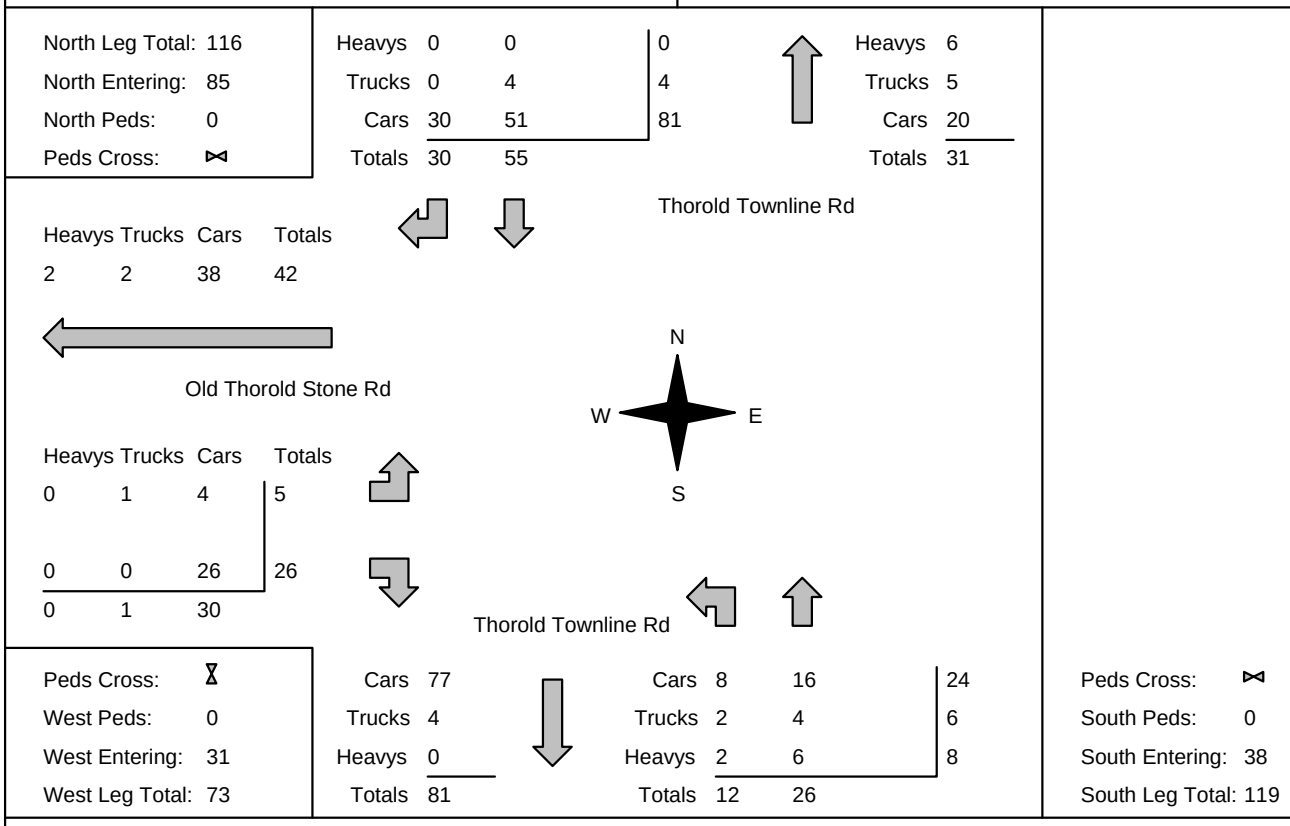
Municipality: Thorold
Site #: 2500400009
Intersection: Thorold Townline Rd & Old Thorold
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Townline Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

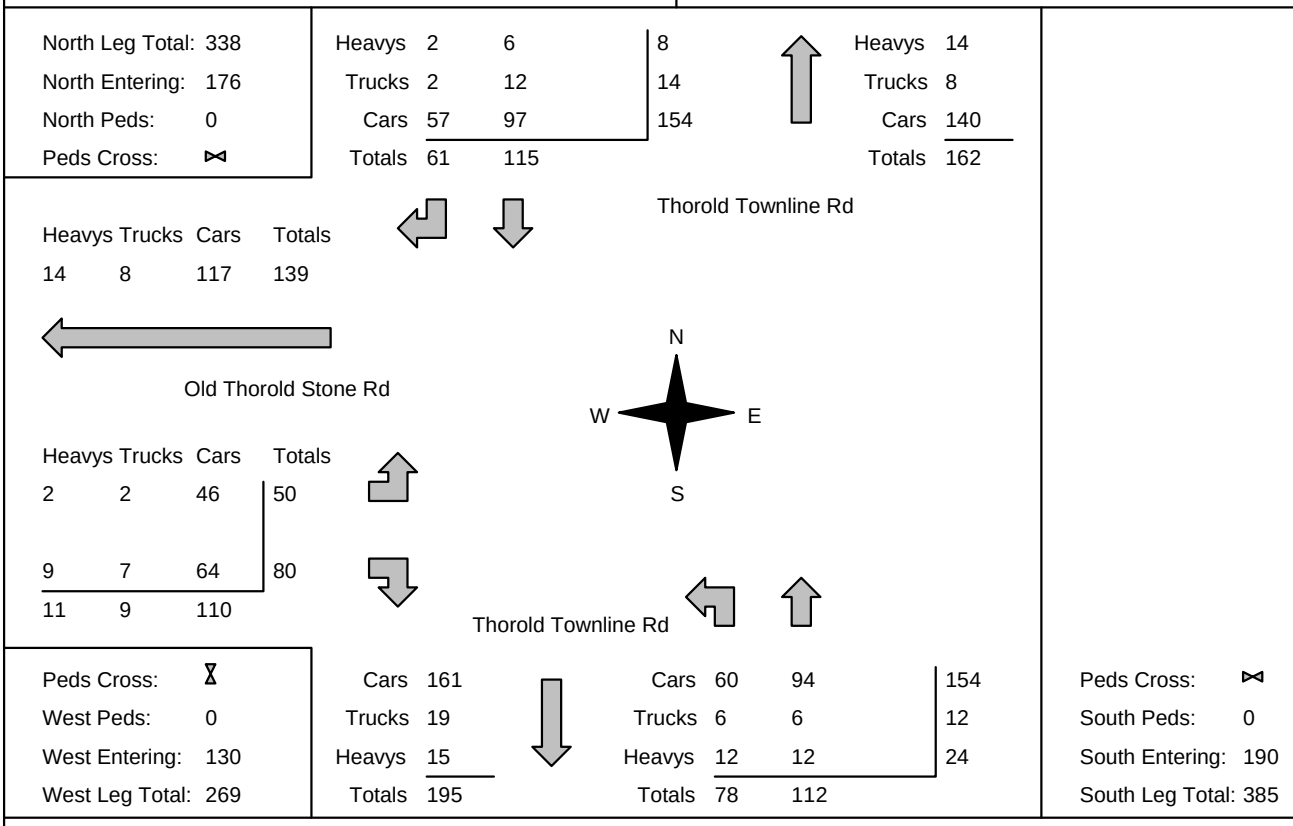
Municipality: Thorold
Site #: 2500400009
Intersection: Thorold Townline Rd & Old Thorold
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Townline Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Thorold Townline Rd & Old Thorol | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*21*	*9*	*30*	*0*
9:00:00	*0*	*25*	*7*	*32*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*55*	*30*	*85*	*0*
18:00:00	*0*	*14*	*15*	*29*	*0*
Totals:	0	115	61	176	0

North/South Total Approaches: 366

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*34*	*38*	*0*	*72*	*0*
9:00:00	*20*	*43*	*0*	*63*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*12*	*26*	*0*	*38*	*0*
18:00:00	*12*	*5*	*0*	*17*	*0*
S Totals:	78	112	0	190	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

East/West Total Approaches: 130

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*23*	*0*	*17*	*40*	*0*
9:00:00	*22*	*0*	*13*	*35*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*5*	*0*	*26*	*31*	*0*
18:00:00	*0*	*0*	*24*	*24*	*0*
W Totals:	50	0	80	130	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*23*	*22*	*0*	*5*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400009

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	3	3	4	4	0	0	1	1	0	0	0	0	1	1	1	1	0	0
7:30:00	0	0	3	0	4	0	0	0	2	1	0	0	0	0	2	1	1	0	0	0
7:45:00	0	0	8	5	4	0	0	0	5	3	0	0	0	0	3	1	1	0	0	0
8:00:00	0	0	11	3	8	4	0	0	6	1	0	0	0	0	4	1	1	0	0	0
8:15:00	0	0	13	2	8	0	0	0	7	1	0	0	0	0	4	0	2	1	0	0
8:30:00	0	0	19	6	10	2	0	0	7	0	1	1	0	0	5	1	2	0	0	0
8:45:00	0	0	23	4	11	1	0	0	7	0	1	0	0	0	5	0	2	0	0	0
9:00:00	0	0	32	9	12	1	0	0	8	1	2	1	0	0	6	1	2	0	0	0
9:15:00	0	0	32	0	12	0	0	0	8	0	2	0	0	0	6	0	2	0	0	0
16:00:00	0	0	32	0	12	0	0	0	8	0	2	0	0	0	6	0	2	0	0	0
16:15:00	0	0	45	13	22	10	0	0	8	0	2	0	0	0	6	0	2	0	0	0
16:30:00	0	0	56	11	25	3	0	0	11	3	2	0	0	0	6	0	2	0	0	0
16:45:00	0	0	74	18	35	10	0	0	12	1	2	0	0	0	6	0	2	0	0	0
17:00:00	0	0	83	9	42	7	0	0	12	0	2	0	0	0	6	0	2	0	0	0
17:15:00	0	0	86	3	50	8	0	0	12	0	2	0	0	0	6	0	2	0	0	0
17:30:00	0	0	93	7	55	5	0	0	12	0	2	0	0	0	6	0	2	0	0	0
17:45:00	0	0	95	2	55	0	0	0	12	0	2	0	0	0	6	0	2	0	0	0
18:00:00	0	0	97	2	57	2	0	0	12	0	2	0	0	0	6	0	2	0	0	0
18:15:00	0	0	97	0	57	0	0	0	12	0	2	0	0	0	6	0	2	0	0	0
18:15:15	0	0	97	0	57	0	0	0	12	0	2	0	0	0	6	0	2	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400009

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400009

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	4	4	6	6	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
7:30:00	14	10	9	3	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0
7:45:00	21	7	19	10	0	0	1	1	1	1	0	0	5	4	2	0	0	0	0	0
8:00:00	28	7	35	16	0	0	1	0	1	0	0	0	5	0	2	0	0	0	0	0
8:15:00	33	5	47	12	0	0	2	1	1	0	0	0	6	1	2	0	0	0	0	0
8:30:00	36	3	58	11	0	0	2	0	1	0	0	0	7	1	2	0	0	0	0	0
8:45:00	43	7	67	9	0	0	2	0	2	1	0	0	7	0	2	0	0	0	0	0
9:00:00	44	1	76	9	0	0	2	0	2	0	0	0	8	1	3	1	0	0	0	0
9:15:00	44	0	76	0	0	0	2	0	2	0	0	0	8	0	3	0	0	0	0	0
16:00:00	44	0	76	0	0	0	2	0	2	0	0	0	8	0	3	0	0	0	0	0
16:15:00	46	2	80	4	0	0	2	0	5	3	0	0	8	0	4	1	0	0	0	0
16:30:00	49	3	84	4	0	0	2	0	6	1	0	0	8	0	7	3	0	0	0	0
16:45:00	52	3	90	6	0	0	2	0	6	0	0	0	8	0	9	2	0	0	0	0
17:00:00	52	0	92	2	0	0	4	2	6	0	0	0	10	2	9	0	0	0	0	0
17:15:00	54	2	92	0	0	0	5	1	6	0	0	0	10	0	10	1	0	0	0	0
17:30:00	55	1	93	1	0	0	6	1	6	0	0	0	10	0	10	0	0	0	0	0
17:45:00	59	4	93	0	0	0	6	0	6	0	0	0	10	0	11	1	0	0	0	0
18:00:00	60	1	94	1	0	0	6	0	6	0	0	0	12	2	12	1	0	0	0	0
18:15:00	60	0	94	0	0	0	6	0	6	0	0	0	12	0	12	0	0	0	0	0
18:15:15	60	0	94	0	0	0	6	0	6	0	0	0	12	0	12	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400009

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	5	0	0	2	2	0	0	0	0	1	1	0	0	0	0	4	4	0	0
7:30:00	6	1	0	0	3	1	0	0	0	0	1	0	0	0	0	0	6	2	0	0
7:45:00	10	4	0	0	6	3	0	0	0	0	1	0	0	0	0	0	6	0	0	0
8:00:00	22	12	0	0	6	0	0	0	0	0	4	3	1	1	0	0	7	1	0	0
8:15:00	29	7	0	0	10	4	1	1	0	0	5	1	2	1	0	0	8	1	0	0
8:30:00	33	4	0	0	10	0	1	0	0	0	5	0	2	0	0	0	9	1	0	0
8:45:00	38	5	0	0	12	2	1	0	0	0	6	1	2	0	0	0	9	0	0	0
9:00:00	42	4	0	0	15	3	1	0	0	0	6	0	2	0	0	0	9	0	0	0
9:15:00	42	0	0	0	15	0	1	0	0	0	6	0	2	0	0	0	9	0	0	0
16:00:00	42	0	0	0	15	0	1	0	0	0	6	0	2	0	0	0	9	0	0	0
16:15:00	43	1	0	0	25	10	2	1	0	0	6	0	2	0	0	0	9	0	0	0
16:30:00	45	2	0	0	30	5	2	0	0	0	6	0	2	0	0	0	9	0	0	0
16:45:00	46	1	0	0	34	4	2	0	0	0	6	0	2	0	0	0	9	0	0	0
17:00:00	46	0	0	0	41	7	2	0	0	0	6	0	2	0	0	0	9	0	0	0
17:15:00	46	0	0	0	49	8	2	0	0	0	6	0	2	0	0	0	9	0	0	0
17:30:00	46	0	0	0	62	13	2	0	0	0	6	0	2	0	0	0	9	0	0	0
17:45:00	46	0	0	0	63	1	2	0	0	0	6	0	2	0	0	0	9	0	0	0
18:00:00	46	0	0	0	64	1	2	0	0	0	7	1	2	0	0	0	9	0	0	0
18:15:00	46	0	0	0	64	0	2	0	0	0	7	0	2	0	0	0	9	0	0	0
18:15:15	46	0	0	0	64	0	2	0	0	0	7	0	2	0	0	0	9	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

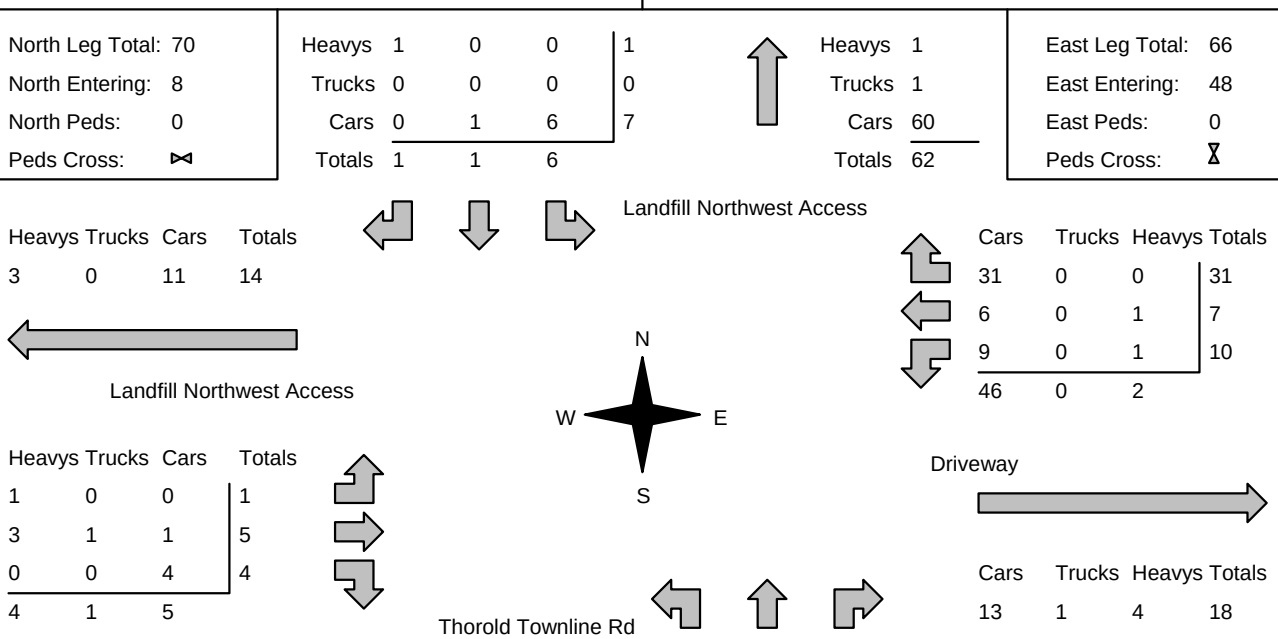
Municipality: Thorold
Site #: 2500400010
Intersection: Thorold Townline Rd & Landfill Nort
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Townline Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Thorold
Site #: 2500400010
Intersection: Thorold Townline Rd & Landfill Nort
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Townline Rd runs N/S

North Leg Total: 61
North Entering: 53
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	2	0	2
Cars	1	29	21	51
Totals	1	31	21	

Heavys	0
Trucks	2
Cars	6
Totals	8

East Leg Total: 59
East Entering: 22
East Peds: 0
Peds Cross: ⧖

Landfill Northwest Access

Heavys	Trucks	Cars	Totals
3	1	14	18

Cars	Trucks	Heavys	Totals
4	1	0	5
2	0	0	2
15	0	0	15
21	1	0	

Landfill Northwest Access

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
6	0	3	9
0	1	15	16
6	1	18	

Driveway

Cars	Trucks	Heavys	Totals
28	0	9	37

Thorold Townline Rd

Peds Cross: ⧖
West Peds: 0
West Entering: 25
West Leg Total: 43

Cars	59
Trucks	3
Heavys	0
Totals	62

Cars	11	2	4	17
Trucks	1	1	0	2
Heavys	3	0	3	6
Totals	15	3	7	

Peds Cross: ⋈
South Peds: 0
South Entering: 25
South Leg Total: 87

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Thorold
Site #: 2500400010
Intersection: Thorold Townline Rd & Landfill Nort
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Townline Rd runs N/S

North Leg Total:	183
North Entering:	90
North Peds:	0
Peds Cross:	⋈

Heavys	2	0	0	2
Trucks	0	2	1	3
Cars	1	48	36	85
Totals	3	50	37	

Heavys	3
Trucks	3
Cars	87
Totals	93

East Leg Total:	170
East Entering:	91
East Peds:	0
Peds Cross:	⧖

Landfill Northwest Access

Heavys	Trucks	Cars	Totals
9	1	28	38

Landfill Northwest Access

Cars	Trucks	Heavys	Totals
43	1	1	45
8	0	2	10
32	0	4	36
83	1	7	

N
W E
S

Heavys	Trucks	Cars	Totals
2	0	1	3
9	1	7	17
0	1	23	24
11	2	31	

Driveway

Cars	Trucks	Heavys	Totals
63	2	14	79

Thorold Townline Rd

Peds Cross:	⧖
West Peds:	0
West Entering:	44
West Leg Total:	82

Cars	103
Trucks	3
Heavys	4
Totals	110

Cars	19	43	20	82
Trucks	1	2	0	3
Heavys	5	0	5	10
Totals	25	45	25	

Peds Cross:	⋈
South Peds:	0
South Entering:	95
South Leg Total:	205

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Thorold Townline Rd & Landfill No | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*2*	*1*	*3*	*0*
9:00:00	*7*	*1*	*1*	*9*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*21*	*31*	*1*	*53*	*0*
18:00:00	*9*	*16*	*0*	*25*	*0*
Totals:	37	50	3	90	0

North/South Total Approaches: 185

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*3*	*15*	*7*	*25*	*0*
9:00:00	*7*	*27*	*8*	*42*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*15*	*3*	*7*	*25*	*0*
18:00:00	*0*	*0*	*3*	*3*	*0*
S Totals:	25	45	25	95	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*8*	*4*	*15*	*27*	*0*
9:00:00	*9*	*4*	*25*	*38*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*15*	*2*	*5*	*22*	*0*
18:00:00	*4*	*0*	*0*	*4*	*0*
Totals:	36	10	45	91	0

East/West Total Approaches: 135

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*3*	*1*	*0*	*4*	*0*
9:00:00	*0*	*5*	*6*	*11*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*9*	*16*	*25*	*0*
18:00:00	*0*	*2*	*2*	*4*	*0*
W Totals:	3	17	24	44	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*15*	*14*	*0*	*24*	*6*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400010

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
8:00:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:15:00	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
8:30:00	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
8:45:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:00:00	6	0	3	1	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0
9:15:00	6	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0
16:00:00	6	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0
16:15:00	9	3	7	4	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0
16:30:00	11	2	9	2	0	0	1	0	2	2	0	0	0	0	0	0	2	0	0	0
16:45:00	22	11	23	14	1	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0
17:00:00	27	5	32	9	1	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0
17:15:00	31	4	37	5	1	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0
17:30:00	35	4	43	6	1	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0
17:45:00	35	0	44	1	1	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0
18:00:00	36	1	48	4	1	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0
18:15:00	36	0	48	0	1	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0
18:15:15	36	0	48	0	1	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400010

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	2	0	0	0	2	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0
7:45:00	3	1	0	0	4	2	0	0	0	0	0	0	2	0	0	0	1	1	0	0
8:00:00	6	3	4	4	14	10	0	0	0	0	0	0	2	0	0	0	1	0	0	0
8:15:00	7	1	4	0	26	12	0	0	0	0	0	0	2	0	0	0	1	0	0	0
8:30:00	8	1	4	0	32	6	0	0	0	0	0	0	3	1	1	1	1	0	0	0
8:45:00	12	4	6	2	35	3	0	0	0	0	0	0	3	0	1	0	1	0	0	0
9:00:00	13	1	6	0	39	4	0	0	0	0	0	0	4	1	2	1	1	0	0	0
9:15:00	13	0	6	0	39	0	0	0	0	0	0	0	4	0	2	0	1	0	0	0
16:00:00	13	0	6	0	39	0	0	0	0	0	0	0	4	0	2	0	1	0	0	0
16:15:00	19	6	7	1	39	0	0	0	0	0	0	0	4	0	2	0	1	0	0	0
16:30:00	22	3	8	1	40	1	0	0	0	0	1	1	4	0	2	0	1	0	0	0
16:45:00	24	2	8	0	40	0	0	0	0	0	1	0	4	0	2	0	1	0	0	0
17:00:00	28	4	8	0	43	3	0	0	0	0	1	0	4	0	2	0	1	0	0	0
17:15:00	29	1	8	0	43	0	0	0	0	0	1	0	4	0	2	0	1	0	0	0
17:30:00	32	3	8	0	43	0	0	0	0	0	1	0	4	0	2	0	1	0	0	0
17:45:00	32	0	8	0	43	0	0	0	0	0	1	0	4	0	2	0	1	0	0	0
18:00:00	32	0	8	0	43	0	0	0	0	0	1	0	4	0	2	0	1	0	0	0
18:15:00	32	0	8	0	43	0	0	0	0	0	1	0	4	0	2	0	1	0	0	0
18:15:15	32	0	8	0	43	0	0	0	0	0	1	0	4	0	2	0	1	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400010

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	2	2	7	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	3	1	15	8	6	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
8:15:00	4	1	25	10	9	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:30:00	6	2	29	4	11	2	0	0	1	1	0	0	1	1	0	0	1	0	0	0
8:45:00	7	1	36	7	11	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
9:00:00	8	1	41	5	14	3	0	0	1	0	0	0	2	1	0	0	1	0	0	0
9:15:00	8	0	41	0	14	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0
16:00:00	8	0	41	0	14	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0
16:15:00	11	3	41	0	15	1	1	1	2	1	0	0	2	0	0	0	2	1	0	0
16:30:00	14	3	41	0	17	2	1	0	2	0	0	0	4	2	0	0	3	1	0	0
16:45:00	19	5	41	0	18	1	1	0	2	0	0	0	5	1	0	0	4	1	0	0
17:00:00	19	0	43	2	18	0	1	0	2	0	0	0	5	0	0	0	4	0	0	0
17:15:00	19	0	43	0	18	0	1	0	2	0	0	0	5	0	0	0	5	1	0	0
17:30:00	19	0	43	0	19	1	1	0	2	0	0	0	5	0	0	0	5	0	0	0
17:45:00	19	0	43	0	19	0	1	0	2	0	0	0	5	0	0	0	5	0	0	0
18:00:00	19	0	43	0	20	1	1	0	2	0	0	0	5	0	0	0	5	0	0	0
18:15:00	19	0	43	0	20	0	1	0	2	0	0	0	5	0	0	0	5	0	0	0
18:15:15	19	0	43	0	20	0	1	0	2	0	0	0	5	0	0	0	5	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400010

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
7:45:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00:00	1	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	0	0
8:15:00	1	0	1	1	0	0	0	0	1	0	0	0	2	0	1	1	0	0	0	0
8:30:00	1	0	1	0	3	3	0	0	1	0	0	0	2	0	2	1	0	0	0	0
8:45:00	1	0	1	0	4	1	0	0	1	0	0	0	2	0	3	1	0	0	0	0
9:00:00	1	0	2	1	6	2	0	0	1	0	0	0	2	0	3	0	0	0	0	0
9:15:00	1	0	2	0	6	0	0	0	1	0	0	0	2	0	3	0	0	0	0	0
16:00:00	1	0	2	0	6	0	0	0	1	0	0	0	2	0	3	0	0	0	0	0
16:15:00	1	0	4	2	8	2	0	0	1	0	0	0	2	0	6	3	0	0	0	0
16:30:00	1	0	4	0	14	6	0	0	1	0	1	1	2	0	6	0	0	0	0	0
16:45:00	1	0	5	1	18	4	0	0	1	0	1	0	2	0	9	3	0	0	0	0
17:00:00	1	0	5	0	21	3	0	0	1	0	1	0	2	0	9	0	0	0	0	0
17:15:00	1	0	7	2	23	2	0	0	1	0	1	0	2	0	9	0	0	0	0	0
17:30:00	1	0	7	0	23	0	0	0	1	0	1	0	2	0	9	0	0	0	0	0
17:45:00	1	0	7	0	23	0	0	0	1	0	1	0	2	0	9	0	0	0	0	0
18:00:00	1	0	7	0	23	0	0	0	1	0	1	0	2	0	9	0	0	0	0	0
18:15:00	1	0	7	0	23	0	0	0	1	0	1	0	2	0	9	0	0	0	0	0
18:15:15	1	0	7	0	23	0	0	0	1	0	1	0	2	0	9	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period	One Hour Peak
From: 7:00:00	**From:** 7:45:00
To: 9:00:00	**To:** 8:45:00

Municipality: Thorold
Site #: 2500400011
Intersection: Mountain Rd & Quarry Access
TFR File #: 1
Count date: 15-Jan-25

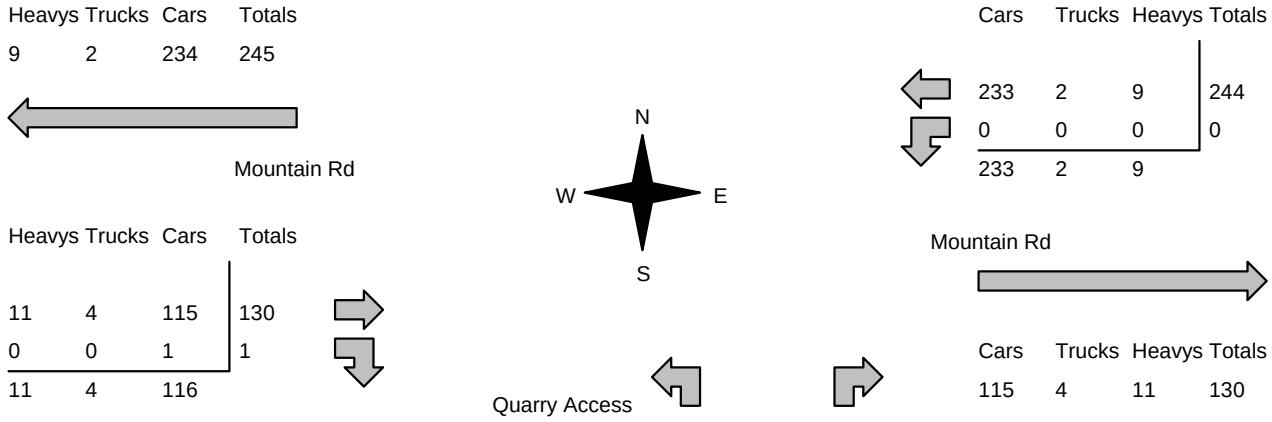
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Mountain Rd runs W/E

East Leg Total: 374
East Entering: 244
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 131
West Leg Total: 376

Cars 1
Trucks 0
Heavys 0
Totals 1

Cars 1 0 1
Trucks 0 0 0
Heavys 0 0 0
Totals 1 0

Peds Cross: ⋈
South Peds: 0
South Entering: 1
South Leg Total: 2

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Thorold
Site #: 2500400011
Intersection: Mountain Rd & Quarry Access
TFR File #: 1
Count date: 15-Jan-25

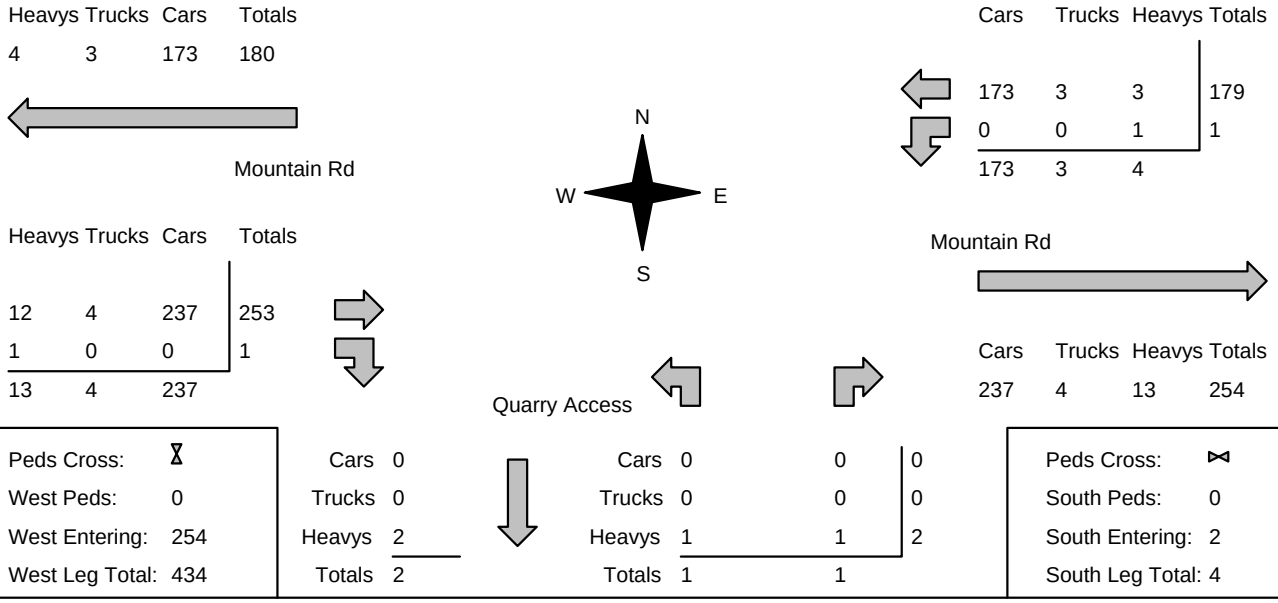
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Mountain Rd runs W/E

East Leg Total: 434
East Entering: 180
East Peds: 0
Peds Cross:



Peds Cross:
West Peds: 0
West Entering: 254
West Leg Total: 434

Cars 0
Trucks 0
Heavys 2
Totals 2

Cars 0 0 0
Trucks 0 0 0
Heavys 1 1 2
Totals 1 1

Peds Cross:
South Peds: 0
South Entering: 2
South Leg Total: 4

Comments

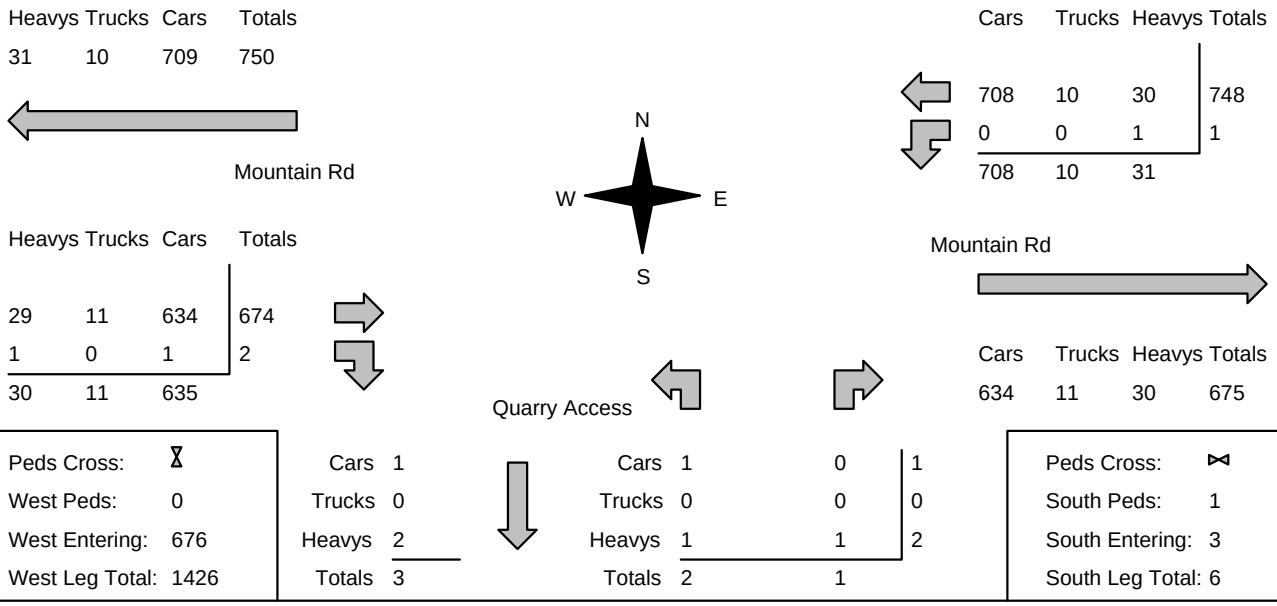
Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Thorold **Site #:** 2500400011 **Intersection:** Mountain Rd & Quarry Access **TFR File #:** 1 **Count date:** 15-Jan-25	**Weather conditions:** **Person counted:** **Person prepared:** **Person checked:**
**** Non-Signalized Intersection ****	**Major Road:** Mountain Rd runs W/E

East Leg Total: 1424
East Entering: 749
East Peds: 0
Peds Cross: ⧖



Peds Cross:	⧖	Cars	1	Cars	1	0	1	Peds Cross:	⋈
West Peds:	0	Trucks	0	Trucks	0	0	0	South Peds:	1
West Entering:	676	Heavys	2	Heavys	1	1	2	South Entering:	3
West Leg Total:	1426	Totals	3	Totals	2	1		South Leg Total:	6

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Mountain Rd & Quarry Access | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

North/South Total Approaches: 3

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*1*	*0*	*0*	*1*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*1*	*0*	*1*	*2*	*0*
18:00:00	*0*	*0*	*0*	*0*	*1*
S Totals:	2	0	1	3	1

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*176*	*0*	*176*	*0*
9:00:00	*0*	*238*	*0*	*238*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*1*	*179*	*0*	*180*	*0*
18:00:00	*0*	*155*	*0*	*155*	*0*
Totals:	1	748	0	749	0

East/West Total Approaches: 1425

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*92*	*0*	*92*	*0*
9:00:00	*0*	*131*	*1*	*132*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*253*	*1*	*254*	*0*
18:00:00	*0*	*198*	*0*	*198*	*0*
W Totals:	0	674	2	676	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400011

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400011

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	27	27	0	0	0	0	2	2	0	0	0	0	5	5	0	0	0	0
7:30:00	0	0	49	22	0	0	0	0	2	0	0	0	0	0	11	6	0	0	0	0
7:45:00	0	0	101	52	0	0	0	0	4	2	0	0	0	0	14	3	0	0	0	0
8:00:00	0	0	155	54	0	0	0	0	4	0	0	0	0	0	17	3	0	0	0	0
8:15:00	0	0	210	55	0	0	0	0	4	0	0	0	0	0	18	1	0	0	0	0
8:30:00	0	0	274	64	0	0	0	0	5	1	0	0	0	0	20	2	0	0	0	0
8:45:00	0	0	334	60	0	0	0	0	6	1	0	0	0	0	23	3	0	0	0	0
9:00:00	0	0	383	49	0	0	0	0	6	0	0	0	0	0	25	2	0	0	0	0
9:15:00	0	0	383	0	0	0	0	0	6	0	0	0	0	0	25	0	0	0	0	0
16:00:00	0	0	383	0	0	0	0	0	6	0	0	0	0	0	25	0	0	0	0	0
16:15:00	0	0	421	38	0	0	0	0	8	2	0	0	0	0	28	3	0	0	0	0
16:30:00	0	0	452	31	0	0	0	0	9	1	0	0	1	1	28	0	0	0	0	0
16:45:00	0	0	504	52	0	0	0	0	9	0	0	0	1	0	28	0	0	0	0	0
17:00:00	0	0	556	52	0	0	0	0	9	0	0	0	1	0	28	0	0	0	0	0
17:15:00	0	0	596	40	0	0	0	0	10	1	0	0	1	0	28	0	0	0	0	0
17:30:00	0	0	634	38	0	0	0	0	10	0	0	0	1	0	28	0	0	0	0	0
17:45:00	0	0	677	43	0	0	0	0	10	0	0	0	1	0	29	1	0	0	0	0
18:00:00	0	0	708	31	0	0	0	0	10	0	0	0	1	0	30	1	0	0	0	0
18:15:00	0	0	708	0	0	0	0	0	10	0	0	0	1	0	30	0	0	0	0	0
18:15:15	0	0	708	0	0	0	0	0	10	0	0	0	1	0	30	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400011

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
16:30:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
16:45:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
17:00:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
17:15:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
17:30:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
17:45:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
18:00:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
18:15:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
18:15:15	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400011

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	13	13	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	27	14	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
7:45:00	0	0	56	29	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0
8:00:00	0	0	83	27	0	0	0	0	3	2	0	0	0	0	6	4	0	0	0	0
8:15:00	0	0	109	26	0	0	0	0	5	2	0	0	0	0	10	4	0	0	0	0
8:30:00	0	0	135	26	1	1	0	0	5	0	0	0	0	0	10	0	0	0	0	0
8:45:00	0	0	171	36	1	0	0	0	5	0	0	0	0	0	13	3	0	0	0	0
9:00:00	0	0	203	32	1	0	0	0	6	1	0	0	0	0	14	1	0	0	0	0
9:15:00	0	0	203	0	1	0	0	0	6	0	0	0	0	0	14	0	0	0	0	0
16:00:00	0	0	203	0	1	0	0	0	6	0	0	0	0	0	14	0	0	0	0	0
16:15:00	0	0	266	63	1	0	0	0	8	2	0	0	0	0	19	5	1	1	0	0
16:30:00	0	0	327	61	1	0	0	0	8	0	0	0	0	0	23	4	1	0	0	0
16:45:00	0	0	384	57	1	0	0	0	10	2	0	0	0	0	26	3	1	0	0	0
17:00:00	0	0	440	56	1	0	0	0	10	0	0	0	0	0	26	0	1	0	0	0
17:15:00	0	0	488	48	1	0	0	0	10	0	0	0	0	0	27	1	1	0	0	0
17:30:00	0	0	550	62	1	0	0	0	11	1	0	0	0	0	29	2	1	0	0	0
17:45:00	0	0	590	40	1	0	0	0	11	0	0	0	0	0	29	0	1	0	0	0
18:00:00	0	0	634	44	1	0	0	0	11	0	0	0	0	0	29	0	1	0	0	0
18:15:00	0	0	634	0	1	0	0	0	11	0	0	0	0	0	29	0	1	0	0	0
18:15:15	0	0	634	0	1	0	0	0	11	0	0	0	0	0	29	0	1	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:30:00
To: 8:30:00

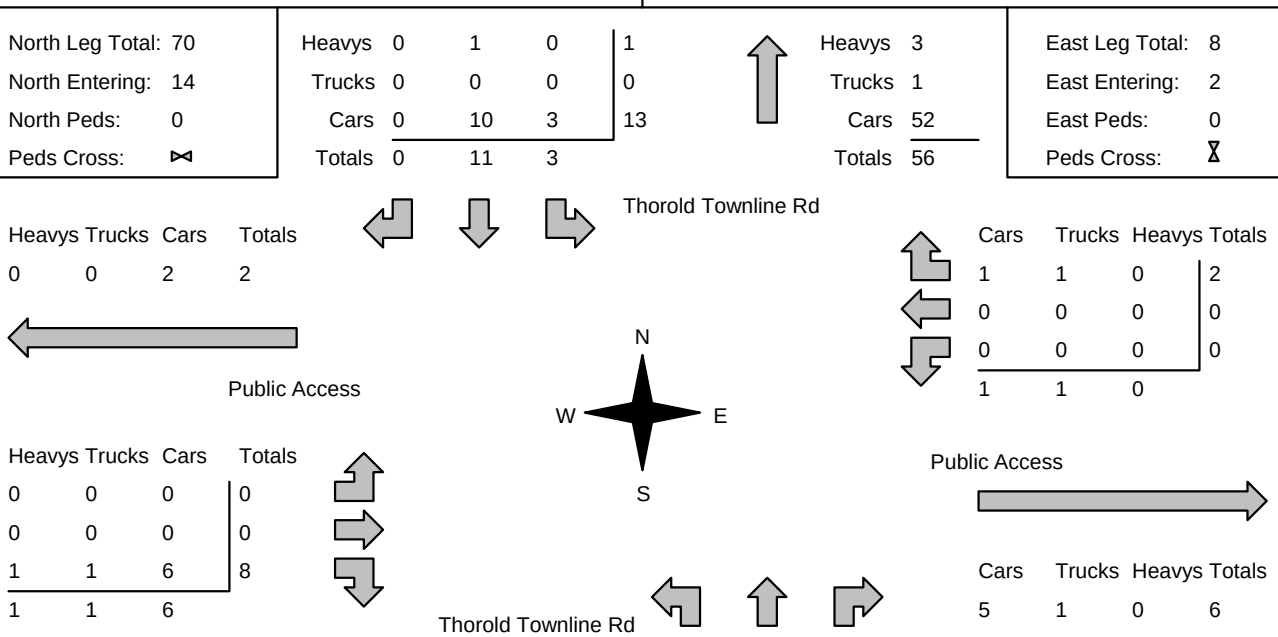
Municipality: Thorold
Site #: 2500400012
Intersection: Thorold Townline Rd & Public Acce
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Townline Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Thorold
Site #: 2500400012
Intersection: Thorold Townline Rd & Public Acce
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Thorold Townline Rd runs N/S

North Leg Total:	95			
North Entering:	66			
North Peds:	0			
Peds Cross:	⋈			
Heavys	0	0	0	0
Trucks	0	4	0	4
Cars	0	62	0	62
Totals	0	66	0	
Heavys	6			
Trucks	3			
Cars	20			
Totals	29			
East Leg Total:	4			
East Entering:	4			
East Peds:	0			
Peds Cross:	⧗			

Thorold Townline Rd

Heavys	Trucks	Cars	Totals
0	1	0	1

Cars	Trucks	Heavys	Totals
1	0	0	1
0	0	0	0
3	0	0	3
4	0	0	

Public Access

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
0	0	0	0
0	0	3	3
0	0	3	

Public Access

Cars	Trucks	Heavys	Totals
0	0	0	0

Thorold Townline Rd

Peds Cross:	⧗			
West Peds:	0			
West Entering:	3			
West Leg Total:	4			
Cars	68			
Trucks	4			
Heavys	0			
Totals	72			
Cars	0	19	0	19
Trucks	1	3	0	4
Heavys	0	6	0	6
Totals	1	28	0	
Peds Cross:	⋈			
South Peds:	0			
South Entering:	29			
South Leg Total:	101			

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Thorold
Site #: 2500400012
Intersection: Thorold Townline Rd & Public Acce
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

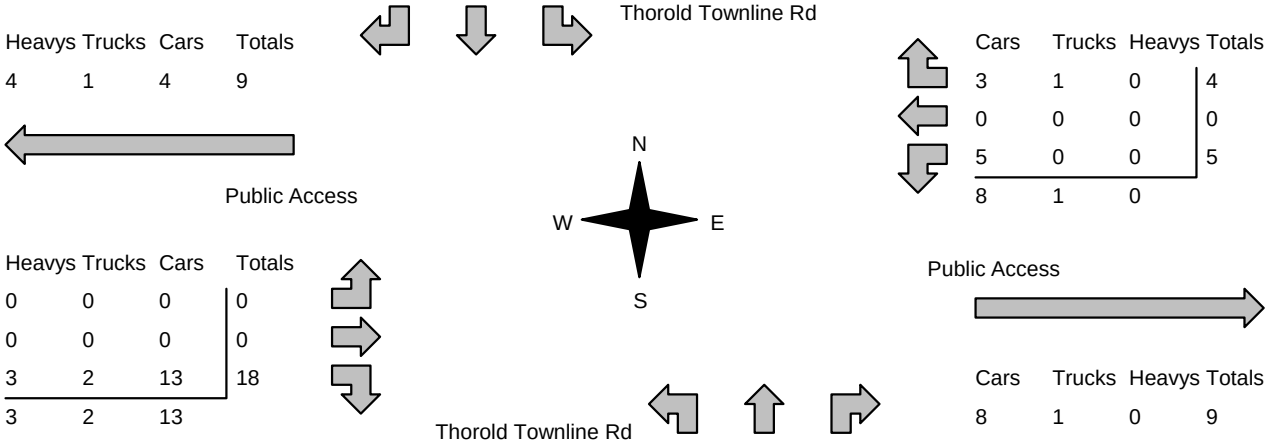
Major Road: Thorold Townline Rd runs N/S

North Leg Total: 236
North Entering: 122
North Peds: 0
Peds Cross: ⋈

Heavys	0	3	0	3
Trucks	0	5	0	5
Cars	0	110	4	114
Totals	0	118	4	

Heavys	11
Trucks	4
Cars	99
Totals	114

East Leg Total: 18
East Entering: 9
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 18
West Leg Total: 27

Cars	128			
Trucks	7			
Heavys	6			
Totals	141			

Cars	4	96	4	104
Trucks	1	3	1	5
Heavys	4	11	0	15
Totals	9	110	5	

Peds Cross: ⋈
South Peds: 0
South Entering: 124
South Leg Total: 265

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Thorold Townline Rd & Public Acc | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*1*	*9*	*0*	*10*	*0*
9:00:00	*3*	*15*	*0*	*18*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*66*	*0*	*66*	*0*
18:00:00	*0*	*28*	*0*	*28*	*0*
Totals:	4	118	0	122	0

North/South Total Approaches: 246

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*2*	*31*	*4*	*37*	*0*
9:00:00	*4*	*48*	*1*	*53*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*1*	*28*	*0*	*29*	*0*
18:00:00	*2*	*3*	*0*	*5*	*0*
S Totals:	9	110	5	124	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*2*	*2*	*0*
9:00:00	*1*	*0*	*1*	*2*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*3*	*0*	*1*	*4*	*0*
18:00:00	*1*	*0*	*0*	*1*	*0*
Totals:	5	0	4	9	0

East/West Total Approaches: 27

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*10*	*10*	*0*
9:00:00	*0*	*0*	*5*	*5*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*3*	*3*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	18	18	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*0*	*1*	*0*	*3*	*1*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400012

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:45:00	0	0	4	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:00:00	1	1	8	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15:00	2	1	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30:00	3	1	12	4	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
8:45:00	3	0	16	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
9:00:00	4	1	20	4	0	0	0	0	1	1	0	0	0	0	3	1	0	0	0	0
9:15:00	4	0	20	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
16:00:00	4	0	20	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
16:15:00	4	0	33	13	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
16:30:00	4	0	46	13	0	0	0	0	4	3	0	0	0	0	3	0	0	0	0	0
16:45:00	4	0	67	21	0	0	0	0	5	1	0	0	0	0	3	0	0	0	0	0
17:00:00	4	0	82	15	0	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0
17:15:00	4	0	92	10	0	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0
17:30:00	4	0	104	12	0	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0
17:45:00	4	0	106	2	0	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0
18:00:00	4	0	110	4	0	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0
18:15:00	4	0	110	0	0	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0
18:15:15	4	0	110	0	0	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400012

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:00:00	1	1	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:15:00	1	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:00:00	1	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:15:00	2	1	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30:00	3	1	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45:00	4	1	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:00:00	4	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:15:00	5	1	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30:00	5	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:45:00	5	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:00:00	5	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15:00	5	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15:15	5	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400012

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	4	4	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0
7:30:00	0	0	6	2	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:45:00	0	0	18	12	2	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0
8:00:00	0	0	30	12	3	1	0	0	0	0	1	0	2	0	1	1	0	0	0	0
8:15:00	2	2	46	16	4	1	0	0	0	0	1	0	2	0	3	2	0	0	0	0
8:30:00	2	0	57	11	4	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0
8:45:00	4	2	65	8	4	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0
9:00:00	4	0	75	10	4	0	0	0	0	0	1	0	2	0	4	1	0	0	0	0
9:15:00	4	0	75	0	4	0	0	0	0	0	1	0	2	0	4	0	0	0	0	0
16:00:00	4	0	75	0	4	0	0	0	0	0	1	0	2	0	4	0	0	0	0	0
16:15:00	4	0	80	5	4	0	1	1	2	2	1	0	2	0	5	1	0	0	0	0
16:30:00	4	0	86	6	4	0	1	0	3	1	1	0	2	0	8	3	0	0	0	0
16:45:00	4	0	92	6	4	0	1	0	3	0	1	0	2	0	10	2	0	0	0	0
17:00:00	4	0	94	2	4	0	1	0	3	0	1	0	2	0	10	0	0	0	0	0
17:15:00	4	0	94	0	4	0	1	0	3	0	1	0	2	0	11	1	0	0	0	0
17:30:00	4	0	95	1	4	0	1	0	3	0	1	0	2	0	11	0	0	0	0	0
17:45:00	4	0	95	0	4	0	1	0	3	0	1	0	3	1	11	0	0	0	0	0
18:00:00	4	0	96	1	4	0	1	0	3	0	1	0	4	1	11	0	0	0	0	0
18:15:00	4	0	96	0	4	0	1	0	3	0	1	0	4	0	11	0	0	0	0	0
18:15:15	4	0	96	0	4	0	1	0	3	0	1	0	4	0	11	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400012

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0
7:30:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
7:45:00	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0
8:00:00	0	0	0	0	7	1	0	0	0	0	1	1	0	0	0	0	2	0	0	0
8:15:00	0	0	0	0	7	0	0	0	0	0	1	0	0	0	0	0	3	1	0	0
8:30:00	0	0	0	0	9	2	0	0	0	0	1	0	0	0	0	0	3	0	0	0
8:45:00	0	0	0	0	10	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0
9:00:00	0	0	0	0	10	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0
9:15:00	0	0	0	0	10	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0
16:00:00	0	0	0	0	10	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0
16:15:00	0	0	0	0	11	1	0	0	0	0	2	0	0	0	0	0	3	0	0	0
16:30:00	0	0	0	0	11	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0
16:45:00	0	0	0	0	12	1	0	0	0	0	2	0	0	0	0	0	3	0	0	0
17:00:00	0	0	0	0	13	1	0	0	0	0	2	0	0	0	0	0	3	0	0	0
17:15:00	0	0	0	0	13	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0
17:30:00	0	0	0	0	13	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0
17:45:00	0	0	0	0	13	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0
18:00:00	0	0	0	0	13	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0
18:15:00	0	0	0	0	13	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0
18:15:15	0	0	0	0	13	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

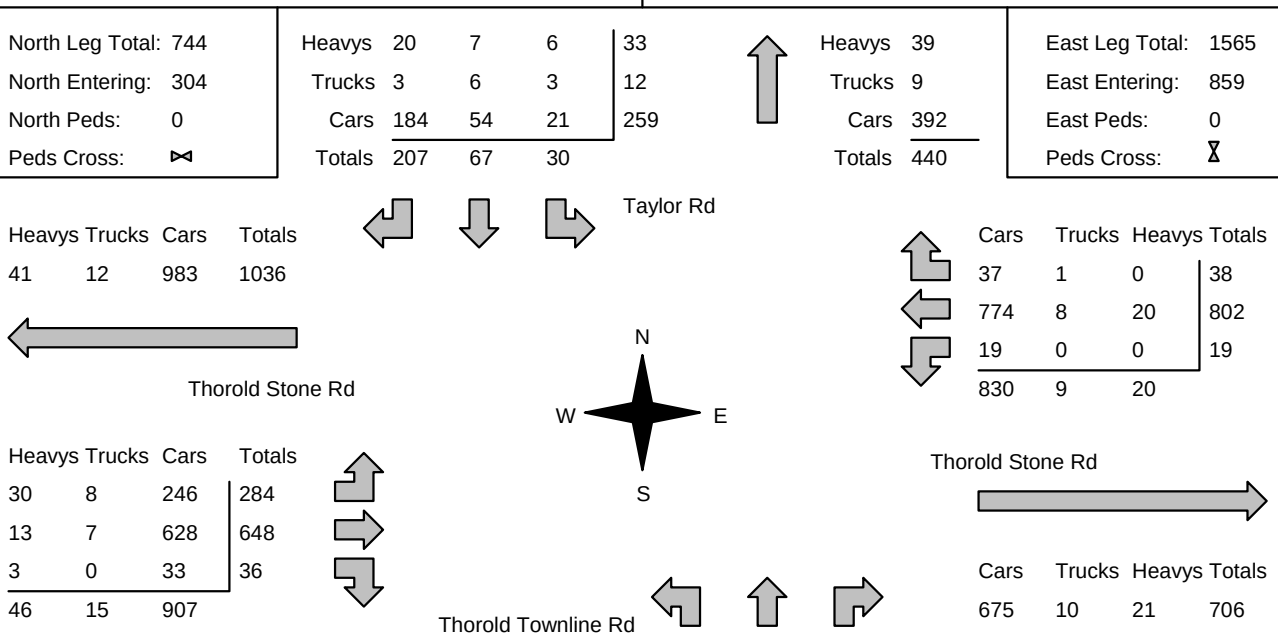
Municipality: Thorold
Site #: 2500400001
Intersection: Thorold Stone Rd & Taylor Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Thorold Stone Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

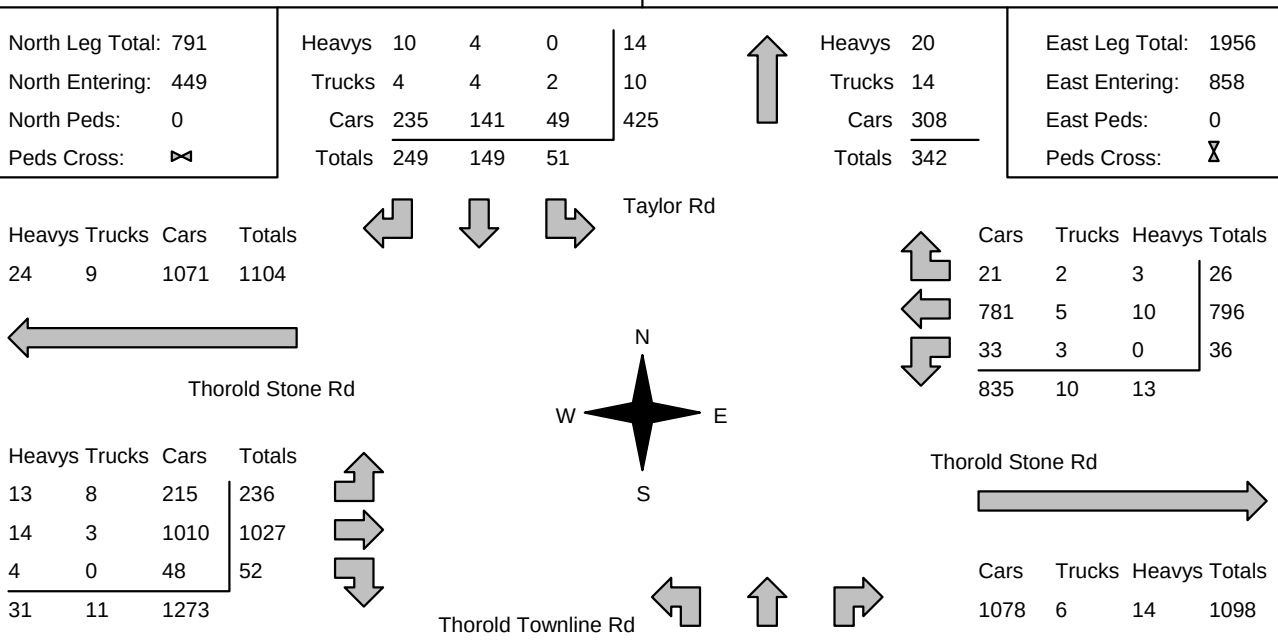
Municipality: Thorold
Site #: 2500400001
Intersection: Thorold Stone Rd & Taylor Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Thorold Stone Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

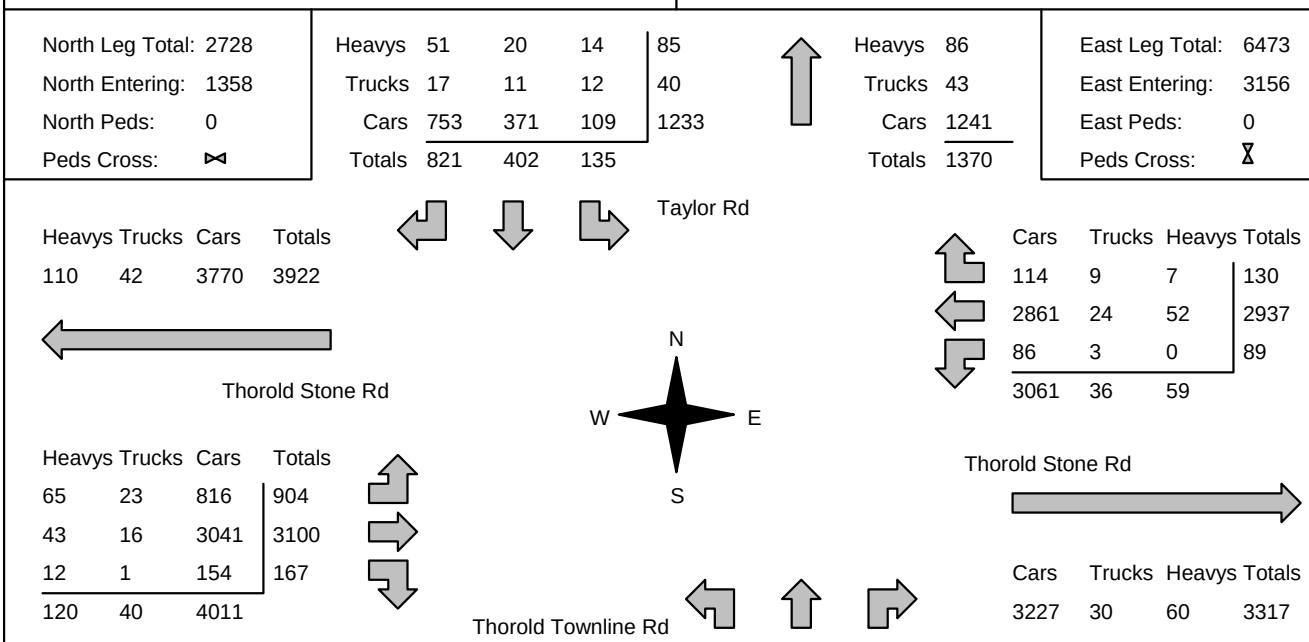
Municipality: Thorold
Site #: 2500400001
Intersection: Thorold Stone Rd & Taylor Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Thorold Stone Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Thorold Stone Rd & Taylor Rd | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*32*	*60*	*134*	*226*	*0*
9:00:00	*28*	*75*	*226*	*329*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*51*	*149*	*249*	*449*	*0*
18:00:00	*24*	*118*	*212*	*354*	*0*
Totals:	135	402	821	1358	0

North/South Total Approaches: 1940

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*19*	*87*	*18*	*124*	*0*
9:00:00	*31*	*111*	*28*	*170*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*59*	*80*	*20*	*159*	*0*
18:00:00	*55*	*58*	*16*	*129*	*0*
S Totals:	164	336	82	582	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*11*	*595*	*43*	*649*	*0*
9:00:00	*18*	*807*	*39*	*864*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*36*	*796*	*26*	*858*	*0*
18:00:00	*24*	*739*	*22*	*785*	*0*
Totals:	89	2937	130	3156	0

East/West Total Approaches: 7327

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*246*	*529*	*27*	*802*	*0*
9:00:00	*249*	*652*	*38*	*939*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*236*	*1027*	*52*	*1315*	*0*
18:00:00	*173*	*892*	*50*	*1115*	*0*
W Totals:	904	3100	167	4171	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*138*	*170*	*0*	*259*	*197*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	3	10	10	21	21	2	2	0	0	0	0	5	5	1	1	4	4	0	0
7:30:00	10	7	25	15	40	19	5	3	0	0	2	2	7	2	5	4	8	4	0	0
7:45:00	13	3	39	14	74	34	6	1	0	0	3	1	7	0	7	2	12	4	0	0
8:00:00	19	6	50	11	113	39	6	0	1	1	3	0	7	0	9	2	18	6	0	0
8:15:00	23	4	61	11	148	35	8	2	1	0	4	1	8	1	10	1	22	4	0	0
8:30:00	29	6	79	18	207	59	8	0	5	4	4	0	12	4	13	3	26	4	0	0
8:45:00	34	5	93	14	258	51	9	1	6	1	6	2	13	1	14	1	32	6	0	0
9:00:00	37	3	113	20	309	51	9	0	7	1	11	5	14	1	15	1	40	8	0	0
9:15:00	37	0	113	0	309	0	9	0	7	0	11	0	14	0	15	0	40	0	0	0
16:00:00	37	0	113	0	309	0	9	0	7	0	11	0	14	0	15	0	40	0	0	0
16:15:00	50	13	144	31	369	60	9	0	10	3	13	2	14	0	15	0	43	3	0	0
16:30:00	64	14	173	29	426	57	9	0	11	1	14	1	14	0	18	3	45	2	0	0
16:45:00	79	15	213	40	495	69	11	2	11	0	15	1	14	0	19	1	48	3	0	0
17:00:00	86	7	254	41	544	49	11	0	11	0	15	0	14	0	19	0	50	2	0	0
17:15:00	89	3	282	28	595	51	11	0	11	0	16	1	14	0	19	0	50	0	0	0
17:30:00	101	12	325	43	660	65	11	0	11	0	16	0	14	0	19	0	50	0	0	0
17:45:00	105	4	357	32	718	58	11	0	11	0	17	1	14	0	20	1	51	1	0	0
18:00:00	109	4	371	14	753	35	12	1	11	0	17	0	14	0	20	0	51	0	0	0
18:15:00	109	0	371	0	753	0	12	0	11	0	17	0	14	0	20	0	51	0	0	0
18:15:15	109	0	371	0	753	0	12	0	11	0	17	0	14	0	20	0	51	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	100	100	6	6	0	0	0	0	0	0	0	0	0	0	1	1	0	0
7:30:00	3	2	209	109	17	11	0	0	1	1	0	0	0	0	6	6	2	1	0	0
7:45:00	6	3	391	182	28	11	0	0	3	2	2	2	0	0	7	1	3	1	0	0
8:00:00	11	5	577	186	38	10	0	0	5	2	2	0	0	0	13	6	3	0	0	0
8:15:00	15	4	749	172	44	6	0	0	6	1	2	0	0	0	14	1	3	0	0	0
8:30:00	20	5	984	235	55	11	0	0	10	4	2	0	0	0	22	8	3	0	0	0
8:45:00	25	5	1165	181	65	10	0	0	11	1	3	1	0	0	27	5	3	0	0	0
9:00:00	29	4	1357	192	75	10	0	0	11	0	4	1	0	0	34	7	3	0	0	0
9:15:00	29	0	1357	0	75	0	0	0	11	0	4	0	0	0	34	0	3	0	0	0
16:00:00	29	0	1357	0	75	0	0	0	11	0	4	0	0	0	34	0	3	0	0	0
16:15:00	35	6	1539	182	83	8	2	2	13	2	4	0	0	0	40	6	5	2	0	0
16:30:00	44	9	1731	192	88	5	2	0	14	1	5	1	0	0	43	3	5	0	0	0
16:45:00	52	8	1930	199	93	5	2	0	16	2	5	0	0	0	44	1	5	0	0	0
17:00:00	62	10	2138	208	96	3	3	1	16	0	6	1	0	0	44	0	6	1	0	0
17:15:00	72	10	2321	183	101	5	3	0	19	3	6	0	0	0	47	3	6	0	0	0
17:30:00	78	6	2526	205	107	6	3	0	22	3	8	2	0	0	50	3	6	0	0	0
17:45:00	80	2	2702	176	110	3	3	0	24	2	9	1	0	0	50	0	6	0	0	0
18:00:00	86	6	2861	159	114	4	3	0	24	0	9	0	0	0	52	2	7	1	0	0
18:15:00	86	0	2861	0	114	0	3	0	24	0	9	0	0	0	52	0	7	0	0	0
18:15:15	86	0	2861	0	114	0	3	0	24	0	9	0	0	0	52	0	7	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	4	4	10	10	2	2	0	0	3	3	1	1	0	0	0	0	1	1	0	0
7:30:00	9	5	27	17	7	5	0	0	3	0	1	0	0	0	0	0	1	0	0	0
7:45:00	11	2	52	25	10	3	0	0	4	1	1	0	0	0	1	1	1	0	0	0
8:00:00	19	8	78	26	16	6	0	0	4	0	1	0	0	0	5	4	1	0	0	0
8:15:00	24	5	102	24	26	10	0	0	4	0	1	0	0	0	7	2	1	0	0	0
8:30:00	32	8	137	35	33	7	1	1	4	0	1	0	0	0	7	0	1	0	0	0
8:45:00	36	4	161	24	36	3	1	0	4	0	1	0	1	1	10	3	3	2	0	0
9:00:00	46	10	183	22	42	6	1	0	5	1	1	0	3	2	10	0	3	0	0	0
9:15:00	46	0	183	0	42	0	1	0	5	0	1	0	3	0	10	0	3	0	0	0
16:00:00	46	0	183	0	42	0	1	0	5	0	1	0	3	0	10	0	3	0	0	0
16:15:00	58	12	208	25	46	4	1	0	6	1	1	0	6	3	11	1	3	0	0	0
16:30:00	71	13	220	12	54	8	1	0	7	1	1	0	6	0	11	0	3	0	0	0
16:45:00	88	17	233	13	57	3	1	0	8	1	1	0	6	0	13	2	3	0	0	0
17:00:00	101	13	255	22	61	4	1	0	9	1	2	1	7	1	14	1	3	0	0	0
17:15:00	116	15	272	17	65	4	1	0	10	1	2	0	7	0	14	0	3	0	0	0
17:30:00	134	18	291	19	71	6	1	0	10	0	2	0	7	0	14	0	3	0	0	0
17:45:00	151	17	302	11	76	5	1	0	11	1	2	0	7	0	14	0	3	0	0	0
18:00:00	156	5	311	9	77	1	1	0	11	0	2	0	7	0	14	0	3	0	0	0
18:15:00	156	0	311	0	77	0	1	0	11	0	2	0	7	0	14	0	3	0	0	0
18:15:15	156	0	311	0	77	0	1	0	11	0	2	0	7	0	14	0	3	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	34	34	84	84	4	4	2	2	1	1	1	1	4	4	1	1	2	2	0	0
7:30:00	78	44	212	128	10	6	3	1	2	1	1	0	11	7	2	1	4	2	0	0
7:45:00	135	57	356	144	16	6	4	1	2	0	1	0	16	5	6	4	4	0	0	0
8:00:00	215	80	518	162	21	5	5	1	2	0	1	0	26	10	9	3	5	1	0	0
8:15:00	264	49	680	162	33	12	8	3	3	1	1	0	34	8	13	4	5	0	0	0
8:30:00	319	55	817	137	38	5	9	1	7	4	1	0	40	6	15	2	7	2	0	0
8:45:00	381	62	984	167	49	11	12	3	9	2	1	0	46	6	19	4	7	0	0	0
9:00:00	434	53	1145	161	56	7	14	2	13	4	1	0	47	1	23	4	8	1	0	0
9:15:00	434	0	1145	0	56	0	14	0	13	0	1	0	47	0	23	0	8	0	0	0
16:00:00	434	0	1145	0	56	0	14	0	13	0	1	0	47	0	23	0	8	0	0	0
16:15:00	490	56	1375	230	65	9	18	4	13	0	1	0	52	5	32	9	9	1	0	0
16:30:00	544	54	1659	284	82	17	21	3	14	1	1	0	56	4	33	1	12	3	0	0
16:45:00	598	54	1910	251	94	12	21	0	15	1	1	0	59	3	36	3	12	0	0	0
17:00:00	649	51	2155	245	104	10	22	1	16	1	1	0	60	1	37	1	12	0	0	0
17:15:00	693	44	2390	235	112	8	22	0	16	0	1	0	61	1	38	1	12	0	0	0
17:30:00	736	43	2637	247	133	21	22	0	16	0	1	0	63	2	39	1	12	0	0	0
17:45:00	769	33	2841	204	141	8	22	0	16	0	1	0	63	0	42	3	12	0	0	0
18:00:00	816	47	3041	200	154	13	23	1	16	0	1	0	65	2	43	1	12	0	0	0
18:15:00	816	0	3041	0	154	0	23	0	16	0	1	0	65	0	43	0	12	0	0	0
18:15:15	816	0	3041	0	154	0	23	0	16	0	1	0	65	0	43	0	12	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

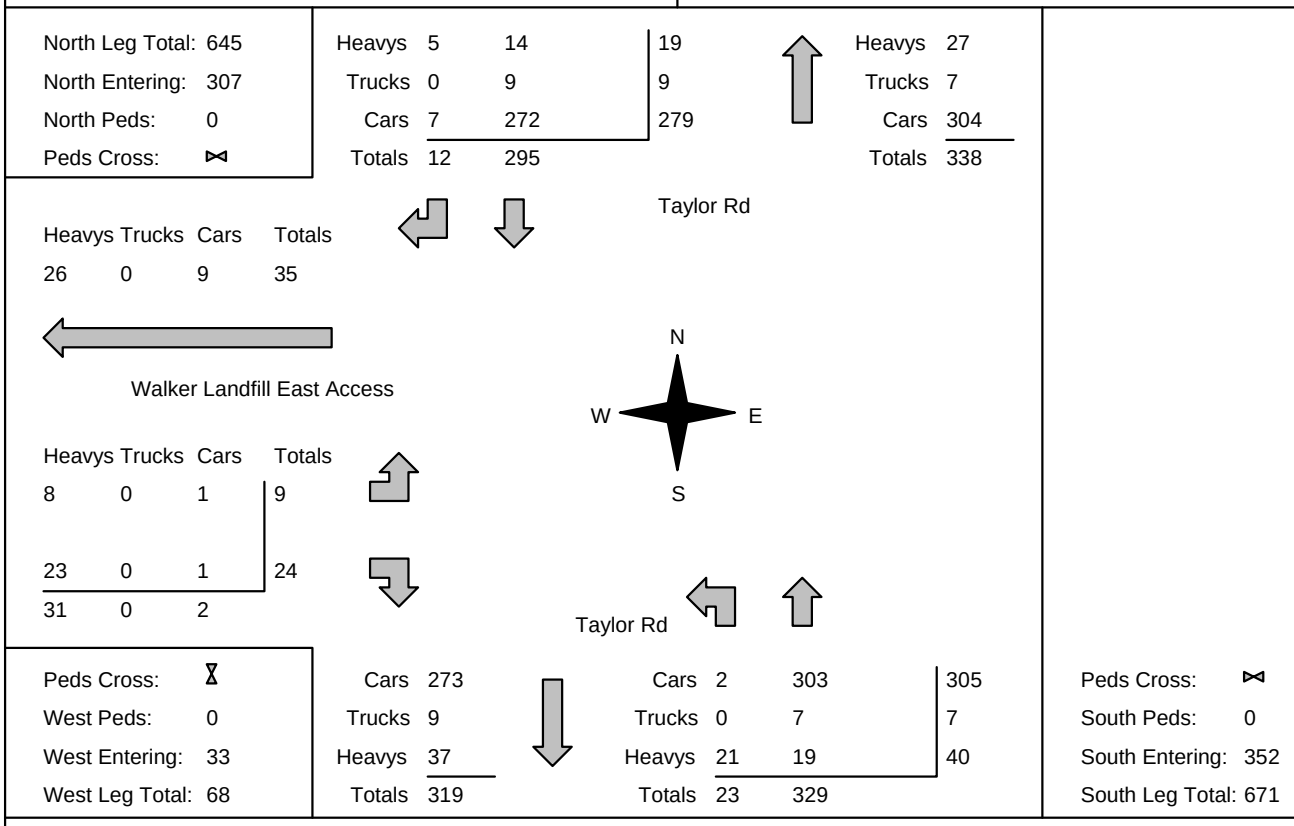
Municipality: Thorold
Site #: 2500400002
Intersection: Taylor Rd & Walker Landfill East Ac
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Taylor Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Thorold
Site #: 2500400002
Intersection: Taylor Rd & Walker Landfill East Ac
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Taylor Rd runs N/S

North Leg Total: 751
North Entering: 429
North Peds: 0
Peds Cross: ⋈

Heavys	1	11	12
Trucks	0	6	6
Cars	0	411	411
Totals	1	428	

Heavys	19
Trucks	9
Cars	294
Totals	322

Taylor Rd

Heavys	Trucks	Cars	Totals
7	0	1	8

Walker Landfill East Access

Heavys	Trucks	Cars	Totals
6	1	3	10
9	2	1	12
15	3	4	

N
W E
S

Taylor Rd

Peds Cross: ⧖
West Peds: 0
West Entering: 22
West Leg Total: 30

Cars	412		
Trucks	8		
Heavys	20		
Totals	440		

Cars	1	291	292
Trucks	0	8	8
Heavys	6	13	19
Totals	7	312	

Peds Cross: ⋈
South Peds: 0
South Entering: 319
South Leg Total: 759

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

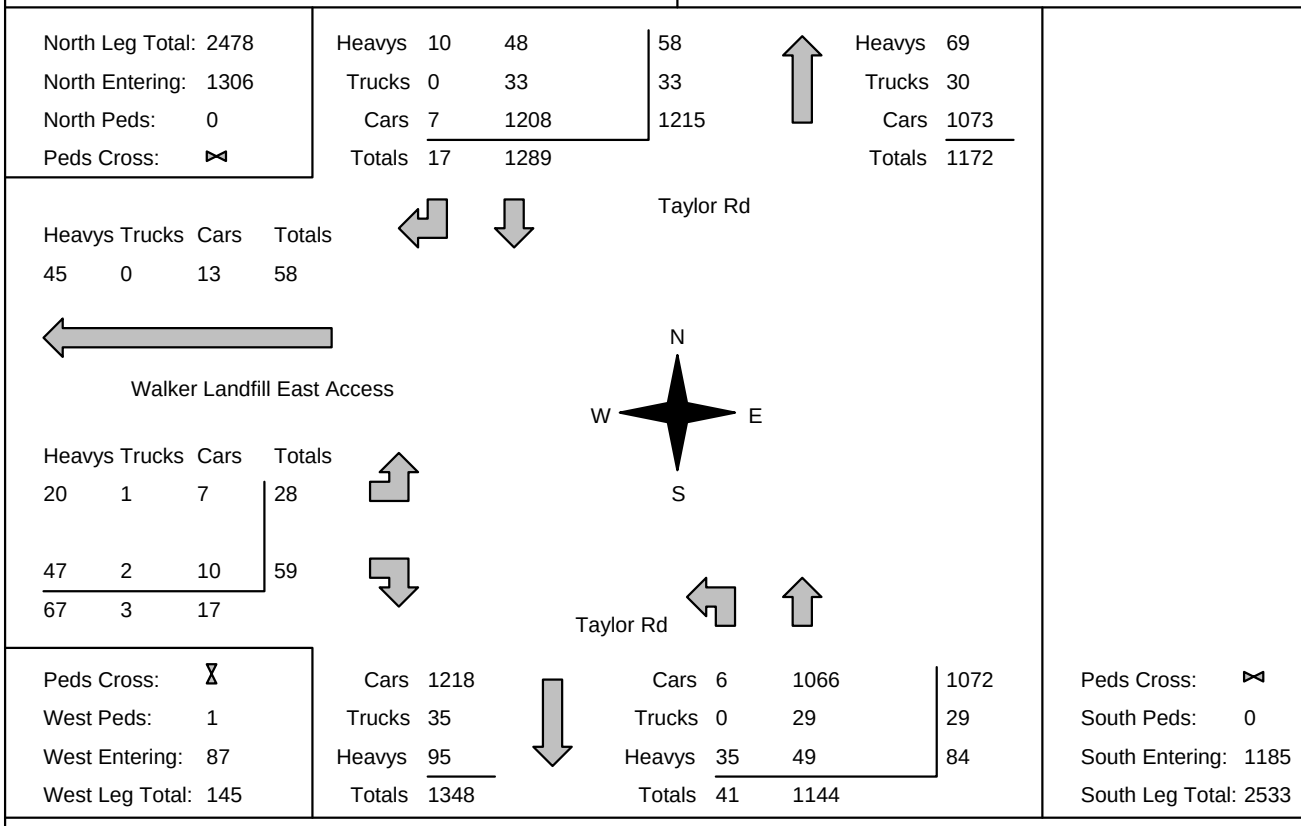
Municipality: Thorold
Site #: 2500400002
Intersection: Taylor Rd & Walker Landfill East Ac
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Taylor Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Taylor Rd & Walker Landfill East A | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*211*	*6*	*217*	*0*
9:00:00	*0*	*309*	*10*	*319*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*428*	*1*	*429*	*0*
18:00:00	*0*	*341*	*0*	*341*	*0*
Totals:	0	1289	17	1306	0

North/South Total Approaches: 2491

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*15*	*265*	*0*	*280*	*0*
9:00:00	*18*	*316*	*0*	*334*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*7*	*312*	*0*	*319*	*0*
18:00:00	*1*	*251*	*0*	*252*	*0*
S Totals:	41	1144	0	1185	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

East/West Total Approaches: 87

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*2*	*0*	*17*	*19*	*0*
9:00:00	*12*	*0*	*26*	*38*	*1*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*10*	*0*	*12*	*22*	*0*
18:00:00	*4*	*0*	*4*	*8*	*0*
W Totals:	28	0	59	87	1

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*2*	*12*	*0*	*10*	*4*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	31	31	0	0	0	0	5	5	0	0	0	0	3	3	0	0	0	0
7:30:00	0	0	72	41	0	0	0	0	5	0	0	0	0	0	12	9	2	2	0	0
7:45:00	0	0	130	58	0	0	0	0	8	3	0	0	0	0	14	2	4	2	0	0
8:00:00	0	0	185	55	2	2	0	0	9	1	0	0	0	0	17	3	4	0	0	0
8:15:00	0	0	247	62	6	4	0	0	10	1	0	0	0	0	20	3	5	1	0	0
8:30:00	0	0	323	76	6	0	0	0	12	2	0	0	0	0	22	2	6	1	0	0
8:45:00	0	0	402	79	7	1	0	0	17	5	0	0	0	0	28	6	9	3	0	0
9:00:00	0	0	464	62	7	0	0	0	23	6	0	0	0	0	33	5	9	0	0	0
9:15:00	0	0	464	0	7	0	0	0	23	0	0	0	0	0	33	0	9	0	0	0
16:00:00	0	0	464	0	7	0	0	0	23	0	0	0	0	0	33	0	9	0	0	0
16:15:00	0	0	560	96	7	0	0	0	28	5	0	0	0	0	39	6	10	1	0	0
16:30:00	0	0	655	95	7	0	0	0	29	1	0	0	0	0	43	4	10	0	0	0
16:45:00	0	0	776	121	7	0	0	0	29	0	0	0	0	0	44	1	10	0	0	0
17:00:00	0	0	875	99	7	0	0	0	29	0	0	0	0	0	44	0	10	0	0	0
17:15:00	0	0	962	87	7	0	0	0	31	2	0	0	0	0	44	0	10	0	0	0
17:30:00	0	0	1062	100	7	0	0	0	31	0	0	0	0	0	45	1	10	0	0	0
17:45:00	0	0	1150	88	7	0	0	0	32	1	0	0	0	0	47	2	10	0	0	0
18:00:00	0	0	1208	58	7	0	0	0	33	1	0	0	0	0	48	1	10	0	0	0
18:15:00	0	0	1208	0	7	0	0	0	33	0	0	0	0	0	48	0	10	0	0	0
18:15:15	0	0	1208	0	7	0	0	0	33	0	0	0	0	0	48	0	10	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	33	33	0	0	0	0	2	2	0	0	3	3	3	3	0	0	0	0
7:30:00	2	2	78	45	0	0	0	0	3	1	0	0	5	2	7	4	0	0	0	0
7:45:00	2	0	148	70	0	0	0	0	8	5	0	0	8	3	12	5	0	0	0	0
8:00:00	2	0	238	90	0	0	0	0	9	1	0	0	13	5	18	6	0	0	0	0
8:15:00	3	1	298	60	0	0	0	0	11	2	0	0	19	6	23	5	0	0	0	0
8:30:00	3	0	369	71	0	0	0	0	13	2	0	0	24	5	26	3	0	0	0	0
8:45:00	4	1	451	82	0	0	0	0	15	2	0	0	29	5	31	5	0	0	0	0
9:00:00	4	0	530	79	0	0	0	0	19	4	0	0	29	0	32	1	0	0	0	0
9:15:00	4	0	530	0	0	0	0	0	19	0	0	0	29	0	32	0	0	0	0	0
16:00:00	4	0	530	0	0	0	0	0	19	0	0	0	29	0	32	0	0	0	0	0
16:15:00	5	1	605	75	0	0	0	0	21	2	0	0	32	3	38	6	0	0	0	0
16:30:00	5	0	671	66	0	0	0	0	25	4	0	0	34	2	41	3	0	0	0	0
16:45:00	5	0	734	63	0	0	0	0	26	1	0	0	34	0	44	3	0	0	0	0
17:00:00	5	0	821	87	0	0	0	0	27	1	0	0	35	1	45	1	0	0	0	0
17:15:00	5	0	896	75	0	0	0	0	28	1	0	0	35	0	46	1	0	0	0	0
17:30:00	6	1	967	71	0	0	0	0	28	0	0	0	35	0	47	1	0	0	0	0
17:45:00	6	0	1009	42	0	0	0	0	29	1	0	0	35	0	48	1	0	0	0	0
18:00:00	6	0	1066	57	0	0	0	0	29	0	0	0	35	0	49	1	0	0	0	0
18:15:00	6	0	1066	0	0	0	0	0	29	0	0	0	35	0	49	0	0	0	0	0
18:15:15	6	0	1066	0	0	0	0	0	29	0	0	0	35	0	49	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	5	0	0
7:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0
8:00:00	0	0	0	0	2	1	0	0	0	0	0	0	2	2	0	0	15	6	0	0
8:15:00	1	1	0	0	2	0	0	0	0	0	0	0	3	1	0	0	17	2	0	0
8:30:00	1	0	0	0	2	0	0	0	0	0	0	0	5	2	0	0	26	9	0	0
8:45:00	1	0	0	0	2	0	0	0	0	0	0	0	8	3	0	0	32	6	0	0
9:00:00	1	0	0	0	5	3	0	0	0	0	0	0	13	5	0	0	38	6	1	1
9:15:00	1	0	0	0	5	0	0	0	0	0	0	0	13	0	0	0	38	0	1	0
16:00:00	1	0	0	0	5	0	0	0	0	0	0	0	13	0	0	0	38	0	1	0
16:15:00	3	2	0	0	5	0	0	0	0	0	1	1	14	1	0	0	40	2	1	0
16:30:00	3	0	0	0	5	0	0	0	0	0	1	0	17	3	0	0	44	4	1	0
16:45:00	4	1	0	0	6	1	1	1	0	0	2	1	19	2	0	0	45	1	1	0
17:00:00	4	0	0	0	6	0	1	0	0	0	2	0	19	0	0	0	47	2	1	0
17:15:00	4	0	0	0	7	1	1	0	0	0	2	0	19	0	0	0	47	0	1	0
17:30:00	7	3	0	0	10	3	1	0	0	0	2	0	20	1	0	0	47	0	1	0
17:45:00	7	0	0	0	10	0	1	0	0	0	2	0	20	0	0	0	47	0	1	0
18:00:00	7	0	0	0	10	0	1	0	0	0	2	0	20	0	0	0	47	0	1	0
18:15:00	7	0	0	0	10	0	1	0	0	0	2	0	20	0	0	0	47	0	1	0
18:15:15	7	0	0	0	10	0	1	0	0	0	2	0	20	0	0	0	47	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

Municipality: Thorold
Site #: 2500400003
Intersection: Taylor Rd & Mountain Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

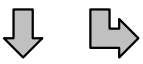
Major Road: Taylor Rd runs N/S

North Leg Total: 506
North Entering: 176
North Peds: 0
Peds Cross: ⋈

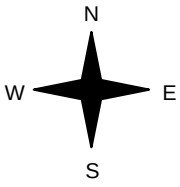
Heavys	14	2	16
Trucks	6	1	7
Cars	117	36	153
Totals	137	39	

Heavys	22
Trucks	6
Cars	302
Totals	330

East Leg Total: 379
East Entering: 251
East Peds: 0
Peds Cross: ⋈



	Cars	Trucks	Heavys	Totals
	78	0	3	81
	162	2	6	170
	240	2	9	



Mountain Rd

	Cars	Trucks	Heavys	Totals
	115	3	10	128

Cars	279		
Trucks	8		
Heavys	20		
Totals	307		

Cars	224	79	303
Trucks	6	2	8
Heavys	19	8	27
Totals	249	89	

Peds Cross: ⋈
South Peds: 0
South Entering: 338
South Leg Total: 645

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Thorold
Site #: 2500400003
Intersection: Taylor Rd & Mountain Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

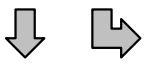
Major Road: Taylor Rd runs N/S

North Leg Total: 681
North Entering: 428
North Peds: 0
Peds Cross: ⋈

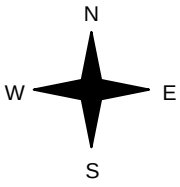
Heavys	9	2	11
Trucks	3	1	4
Cars	301	112	413
Totals	313	115	

Heavys	9
Trucks	6
Cars	238
Totals	253

East Leg Total: 432
East Entering: 179
East Peds: 0
Peds Cross: ⋈



Cars	Trucks	Heavys	Totals
62	0	2	64
110	3	2	115
172	3	4	



Mountain Rd

Cars	Trucks	Heavys	Totals
236	4	13	253

Taylor Rd

Cars	411		
Trucks	6		
Heavys	11		
Totals	428		

Cars	176	124	300
Trucks	6	3	9
Heavys	7	11	18
Totals	189	138	

Peds Cross: ⋈
South Peds: 0
South Entering: 327
South Leg Total: 755

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Thorold
Site #: 2500400003
Intersection: Taylor Rd & Mountain Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Taylor Rd runs N/S

North Leg Total: 2132
North Entering: 1090
North Peds: 0
Peds Cross: ⋈

Heavys	34	4	38
Trucks	18	3	21
Cars	750	281	1031
Totals	802	288	

Heavys	45
Trucks	24
Cars	973
Totals	1042

East Leg Total: 1429
East Entering: 757
East Peds: 0
Peds Cross: ⋈

Taylor Rd

	Cars	Trucks	Heavys	Totals
	247	1	5	253
	467	13	24	504
	714	14	29	

N
W E
S

Mountain Rd

Cars	Trucks	Heavys	Totals
633	12	27	672

Taylor Rd

Cars	1217		
Trucks	31		
Heavys	58		
Totals	1306		

Cars	726	352	1078
Trucks	23	9	32
Heavys	40	23	63
Totals	789	384	

Peds Cross: ⋈
South Peds: 0
South Entering: 1173
South Leg Total: 2479

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Taylor Rd & Mountain Rd | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*24*	*93*	*0*	*117*	*0*	*383*
9:00:00	*44*	*147*	*0*	*191*	*0*	*519*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*115*	*313*	*0*	*428*	*0*	*755*
18:00:00	*105*	*249*	*0*	*354*	*0*	*606*
Totals:	288	802	0	1090	0	2263

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*201*	*65*	*266*	*0*
9:00:00	*0*	*241*	*87*	*328*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*189*	*138*	*327*	*0*
18:00:00	*0*	*158*	*94*	*252*	*0*
S Totals:	0	789	384	1173	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*125*	*0*	*57*	*182*	*0*	*182*
9:00:00	*171*	*0*	*71*	*242*	*0*	*242*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*115*	*0*	*64*	*179*	*0*	*179*
18:00:00	*93*	*0*	*61*	*154*	*0*	*154*
Totals:	504	0	253	757	0	757

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*125*	*171*	*0*	*115*	*93*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400003

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	6	6	14	14	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
7:30:00	10	4	39	25	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0
7:45:00	19	9	62	23	0	0	0	0	1	1	0	0	0	0	6	1	0	0	0	0
8:00:00	23	4	85	23	0	0	1	1	1	0	0	0	0	0	7	1	0	0	0	0
8:15:00	30	7	118	33	0	0	1	0	2	1	0	0	1	1	10	3	0	0	0	0
8:30:00	42	12	143	25	0	0	1	0	3	1	0	0	1	0	12	2	0	0	0	0
8:45:00	55	13	179	36	0	0	1	0	7	4	0	0	2	1	20	8	0	0	0	0
9:00:00	65	10	205	26	0	0	1	0	13	6	0	0	2	0	22	2	0	0	0	0
9:15:00	65	0	205	0	0	0	1	0	13	0	0	0	2	0	22	0	0	0	0	0
16:00:00	65	0	205	0	0	0	1	0	13	0	0	0	2	0	22	0	0	0	0	0
16:15:00	97	32	278	73	0	0	1	0	16	3	0	0	4	2	26	4	0	0	0	0
16:30:00	126	29	356	78	0	0	1	0	16	0	0	0	4	0	30	4	0	0	0	0
16:45:00	156	30	445	89	0	0	1	0	16	0	0	0	4	0	31	1	0	0	0	0
17:00:00	177	21	506	61	0	0	2	1	16	0	0	0	4	0	31	0	0	0	0	0
17:15:00	205	28	578	72	0	0	2	0	17	1	0	0	4	0	31	0	0	0	0	0
17:30:00	241	36	648	70	0	0	3	1	17	0	0	0	4	0	32	1	0	0	0	0
17:45:00	263	22	709	61	0	0	3	0	18	1	0	0	4	0	33	1	0	0	0	0
18:00:00	281	18	750	41	0	0	3	0	18	0	0	0	4	0	34	1	0	0	0	0
18:15:00	281	0	750	0	0	0	3	0	18	0	0	0	4	0	34	0	0	0	0	0
18:15:15	281	0	750	0	0	0	3	0	18	0	0	0	4	0	34	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	18	18	0	0	9	9	4	4	0	0	1	1	3	3	0	0	0	0	0	0
7:30:00	33	15	0	0	17	8	4	0	0	0	1	0	10	7	0	0	0	0	0	0
7:45:00	68	35	0	0	32	15	6	2	0	0	1	0	13	3	0	0	0	0	0	0
8:00:00	104	36	0	0	55	23	6	0	0	0	1	0	15	2	0	0	1	1	0	0
8:15:00	137	33	0	0	77	22	6	0	0	0	1	0	16	1	0	0	1	0	0	0
8:30:00	189	52	0	0	90	13	7	1	0	0	1	0	17	1	0	0	2	1	0	0
8:45:00	230	41	0	0	110	20	8	1	0	0	1	0	19	2	0	0	3	1	0	0
9:00:00	267	37	0	0	124	14	8	0	0	0	1	0	21	2	0	0	3	0	0	0
9:15:00	267	0	0	0	124	0	8	0	0	0	1	0	21	0	0	0	3	0	0	0
16:00:00	267	0	0	0	124	0	8	0	0	0	1	0	21	0	0	0	3	0	0	0
16:15:00	292	25	0	0	137	13	10	2	0	0	1	0	23	2	0	0	5	2	0	0
16:30:00	312	20	0	0	148	11	11	1	0	0	1	0	23	0	0	0	5	0	0	0
16:45:00	343	31	0	0	168	20	11	0	0	0	1	0	23	0	0	0	5	0	0	0
17:00:00	377	34	0	0	186	18	11	0	0	0	1	0	23	0	0	0	5	0	0	0
17:15:00	396	19	0	0	202	16	12	1	0	0	1	0	23	0	0	0	5	0	0	0
17:30:00	426	30	0	0	215	13	12	0	0	0	1	0	23	0	0	0	5	0	0	0
17:45:00	449	23	0	0	234	19	12	0	0	0	1	0	24	1	0	0	5	0	0	0
18:00:00	467	18	0	0	247	13	13	1	0	0	1	0	24	0	0	0	5	0	0	0
18:15:00	467	0	0	0	247	0	13	0	0	0	1	0	24	0	0	0	5	0	0	0
18:15:15	467	0	0	0	247	0	13	0	0	0	1	0	24	0	0	0	5	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400003

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	26	26	6	6	0	0	3	3	1	1	0	0	1	1	1	1	0	0
7:30:00	0	0	61	35	16	10	0	0	4	1	1	0	0	0	4	3	1	0	0	0
7:45:00	0	0	110	49	37	21	0	0	9	5	2	1	0	0	7	3	2	1	0	0
8:00:00	0	0	179	69	58	21	0	0	10	1	2	0	0	0	12	5	5	3	0	0
8:15:00	0	0	220	41	77	19	0	0	11	1	4	2	0	0	15	3	8	3	0	0
8:30:00	0	0	276	56	92	15	0	0	13	2	4	0	0	0	20	5	8	0	0	0
8:45:00	0	0	334	58	116	24	0	0	15	2	4	0	0	0	26	6	10	2	0	0
9:00:00	0	0	395	61	137	21	0	0	16	1	5	1	0	0	31	5	10	0	0	0
9:15:00	0	0	395	0	137	0	0	0	16	0	5	0	0	0	31	0	10	0	0	0
16:00:00	0	0	395	0	137	0	0	0	16	0	5	0	0	0	31	0	10	0	0	0
16:15:00	0	0	442	47	170	33	0	0	17	1	7	2	0	0	34	3	13	3	0	0
16:30:00	0	0	477	35	202	32	0	0	20	3	7	0	0	0	35	1	17	4	0	0
16:45:00	0	0	512	35	229	27	0	0	21	1	8	1	0	0	37	2	21	4	0	0
17:00:00	0	0	571	59	261	32	0	0	22	1	8	0	0	0	38	1	21	0	0	0
17:15:00	0	0	624	53	282	21	0	0	22	0	9	1	0	0	38	0	21	0	0	0
17:30:00	0	0	667	43	309	27	0	0	22	0	9	0	0	0	38	0	23	2	0	0
17:45:00	0	0	696	29	326	17	0	0	23	1	9	0	0	0	39	1	23	0	0	0
18:00:00	0	0	726	30	352	26	0	0	23	0	9	0	0	0	40	1	23	0	0	0
18:15:00	0	0	726	0	352	0	0	0	23	0	9	0	0	0	40	0	23	0	0	0
18:15:15	0	0	726	0	352	0	0	0	23	0	9	0	0	0	40	0	23	0	0	0

TMCs - Aggregate, Landfill, Other Heavy Vehicles (Excluding Buses)

Notes:
"Car" = Garbage transport Heavy Vehicle
"Truck" = Aggregate/quarry materials transport heavy vehicle
"Heavy" = All other heavy vehicles not including buses

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	1	1	4	4	0	0	2	2	0	0	0	0	0	0	0	0
7:30:00	0	0	2	1	1	0	6	2	2	2	4	2	0	0	0	0	1	1	0	0
7:45:00	0	0	2	0	1	0	6	0	4	2	6	2	0	0	0	0	3	2	0	0
8:00:00	0	0	2	0	3	2	6	0	6	2	7	1	0	0	0	0	5	2	0	0
8:15:00	0	0	2	0	4	1	6	0	6	0	9	2	0	0	1	1	6	1	0	0
8:30:00	1	1	3	1	4	0	8	2	8	2	10	1	1	1	1	0	9	3	0	0
8:45:00	2	1	3	0	6	2	8	0	9	1	12	2	1	0	1	0	11	2	0	0
9:00:00	2	0	3	0	8	2	8	0	9	0	15	3	2	1	1	0	14	3	0	0
9:15:00	2	0	3	0	8	0	8	0	9	0	15	0	2	0	1	0	14	0	0	0
16:00:00	2	0	3	0	8	0	8	0	9	0	15	0	2	0	1	0	14	0	0	0
16:15:00	2	0	3	0	8	0	8	0	9	0	16	1	2	0	1	0	14	0	0	0
16:30:00	2	0	3	0	8	0	8	0	11	2	16	0	2	0	2	1	16	2	0	0
16:45:00	2	0	3	0	10	2	8	0	12	1	16	0	2	0	2	0	16	0	0	0
17:00:00	2	0	3	0	10	0	8	0	12	0	16	0	2	0	2	0	17	1	0	0
17:15:00	2	0	3	0	10	0	8	0	12	0	16	0	2	0	2	0	18	1	0	0
17:30:00	2	0	3	0	10	0	8	0	12	0	16	0	2	0	2	0	18	0	0	0
17:45:00	2	0	3	0	10	0	8	0	12	0	16	0	2	0	3	1	19	1	0	0
18:00:00	2	0	3	0	10	0	8	0	12	0	16	0	2	0	3	0	19	0	0	0
18:15:00	2	0	3	0	10	0	8	0	12	0	16	0	2	0	3	0	19	0	0	0
18:15:15	2	0	3	0	10	0	8	0	12	0	16	0	2	0	3	0	19	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

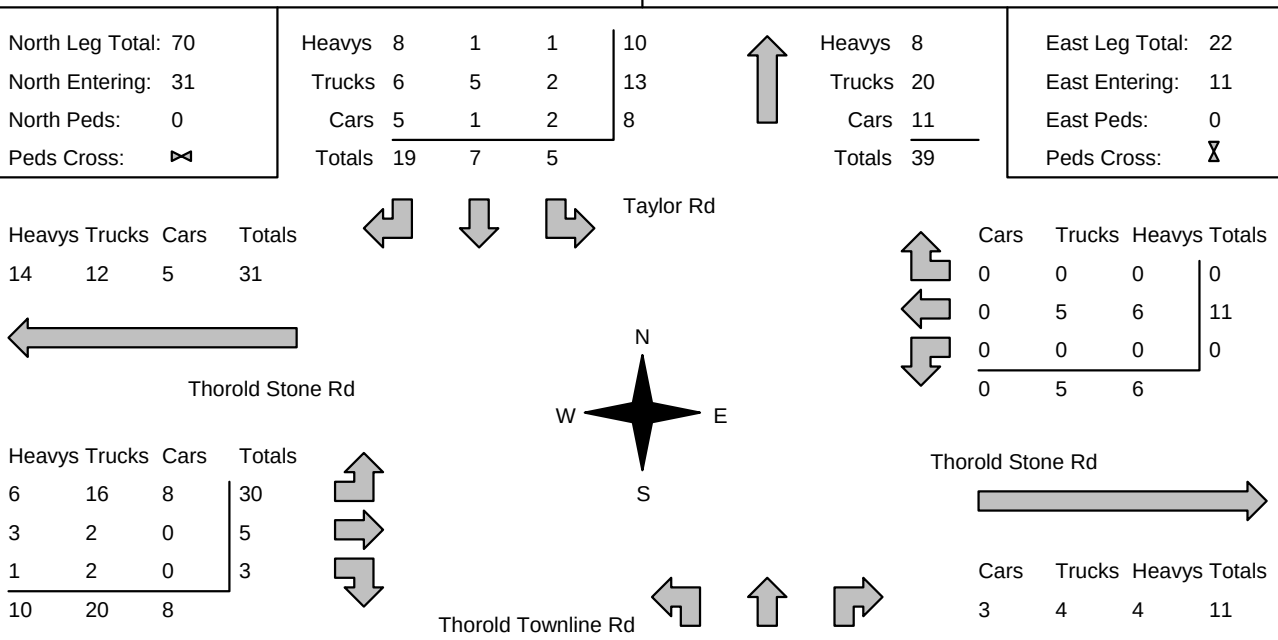
Municipality: Thorold
Site #: 2500400001
Intersection: Thorold Stone Rd & Taylor Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Thorold Stone Rd runs W/E



Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

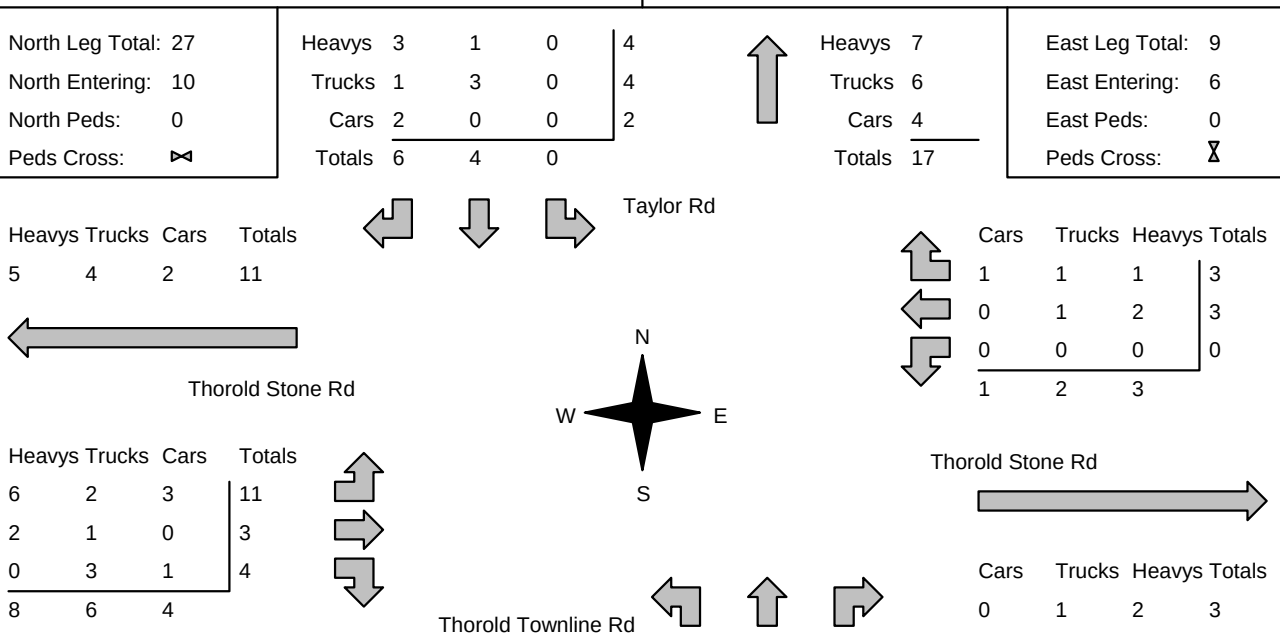
Municipality: Thorold
Site #: 2500400001
Intersection: Thorold Stone Rd & Taylor Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Thorold Stone Rd runs W/E



Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

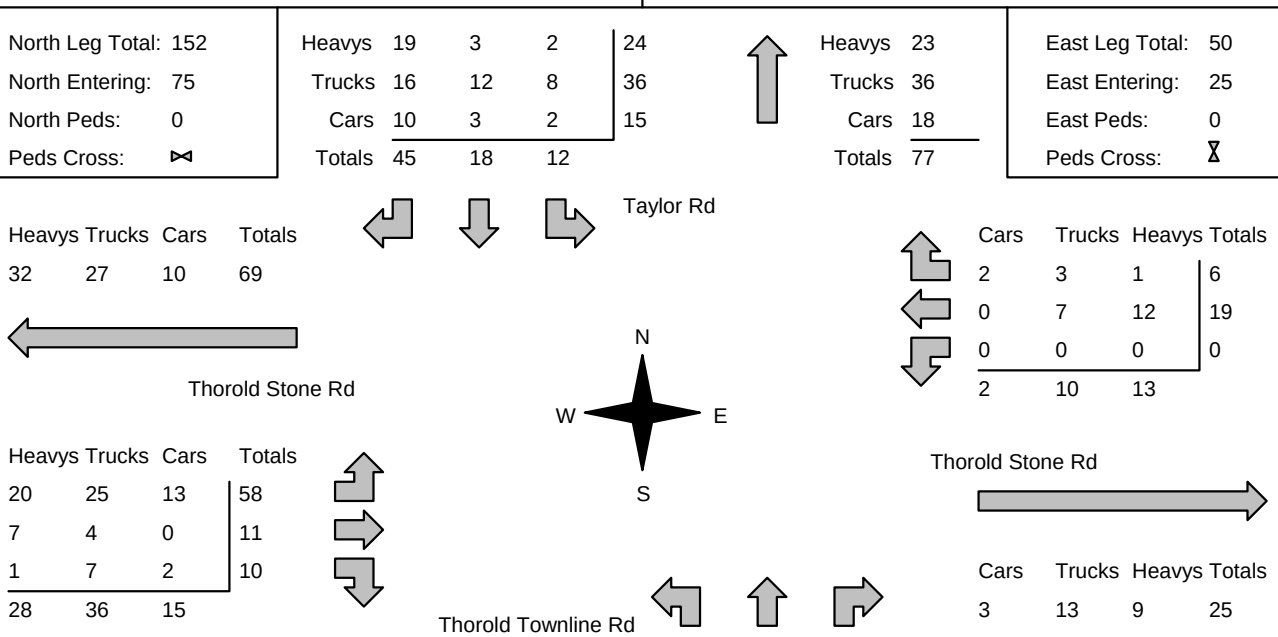
Municipality: Thorold
Site #: 2500400001
Intersection: Thorold Stone Rd & Taylor Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Thorold Stone Rd runs W/E



Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Thorold Stone Rd & Taylor Rd | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*6*	*8*	*15*	*29*	*0*
9:00:00	*6*	*5*	*22*	*33*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*4*	*6*	*10*	*0*
18:00:00	*0*	*1*	*2*	*3*	*0*
Totals:	12	18	45	75	0

North/South Total Approaches: 95

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*5*	*1*	*6*	*0*
9:00:00	*3*	*5*	*1*	*9*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*2*	*3*	*0*	*5*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
S Totals:	5	13	2	20	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*3*	*2*	*5*	*0*
9:00:00	*0*	*11*	*0*	*11*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*3*	*3*	*6*	*0*
18:00:00	*0*	*2*	*1*	*3*	*0*
Totals:	0	19	6	25	0

East/West Total Approaches: 104

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*23*	*4*	*3*	*30*	*0*
9:00:00	*20*	*3*	*3*	*26*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*11*	*3*	*4*	*18*	*0*
18:00:00	*4*	*1*	*0*	*5*	*0*
W Totals:	58	11	10	79	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*14*	*14*	*0*	*6*	*1*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:45:00	0	0	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0
8:00:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3	1	0	0	0	0
8:15:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
8:30:00	0	0	0	0	1	0	0	0	3	3	1	0	0	0	6	3	0	0	0	0
8:45:00	0	0	0	0	1	0	0	0	5	2	1	0	0	0	8	2	0	0	0	0
9:00:00	0	0	0	0	1	0	0	0	6	1	1	0	0	0	8	0	0	0	0	0
9:15:00	0	0	0	0	1	0	0	0	6	0	1	0	0	0	8	0	0	0	0	0
16:00:00	0	0	0	0	1	0	0	0	6	0	1	0	0	0	8	0	0	0	0	0
16:15:00	0	0	0	0	2	1	0	0	6	0	1	0	0	0	9	1	1	1	0	0
16:30:00	0	0	0	0	2	0	0	0	7	1	1	0	0	0	9	0	1	0	0	0
16:45:00	0	0	0	0	2	0	0	0	7	0	1	0	0	0	10	1	1	0	0	0
17:00:00	0	0	0	0	2	0	0	0	7	0	2	1	0	0	10	0	1	0	0	0
17:15:00	0	0	0	0	2	0	0	0	7	0	2	0	0	0	12	2	1	0	0	0
17:30:00	0	0	0	0	2	0	0	0	7	0	2	0	0	0	12	0	1	0	0	0
17:45:00	0	0	0	0	2	0	0	0	7	0	3	1	0	0	12	0	1	0	0	0
18:00:00	0	0	0	0	2	0	0	0	7	0	3	0	0	0	12	0	1	0	0	0
18:15:00	0	0	0	0	2	0	0	0	7	0	3	0	0	0	12	0	1	0	0	0
18:15:15	0	0	0	0	2	0	0	0	7	0	3	0	0	0	12	0	1	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
8:00:00	0	0	2	2	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0
8:15:00	0	0	3	1	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0
8:30:00	0	0	3	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0
8:45:00	0	0	3	0	1	1	1	1	5	1	1	0	0	0	2	2	0	0	0	0
9:00:00	0	0	3	0	1	0	2	1	5	0	1	0	1	1	2	0	0	0	0	0
9:15:00	0	0	3	0	1	0	2	0	5	0	1	0	1	0	2	0	0	0	0	0
16:00:00	0	0	3	0	1	0	2	0	5	0	1	0	1	0	2	0	0	0	0	0
16:15:00	0	0	3	0	1	0	4	2	5	0	1	0	1	0	2	0	0	0	0	0
16:30:00	0	0	3	0	1	0	4	0	5	0	1	0	1	0	2	0	0	0	0	0
16:45:00	0	0	3	0	1	0	4	0	7	2	1	0	1	0	2	0	0	0	0	0
17:00:00	0	0	3	0	1	0	4	0	8	1	1	0	1	0	2	0	0	0	0	0
17:15:00	0	0	3	0	1	0	4	0	8	0	1	0	1	0	2	0	0	0	0	0
17:30:00	0	0	3	0	1	0	4	0	8	0	1	0	1	0	2	0	0	0	0	0
17:45:00	0	0	3	0	1	0	4	0	8	0	1	0	1	0	2	0	0	0	0	0
18:00:00	0	0	3	0	1	0	4	0	8	0	1	0	1	0	2	0	0	0	0	0
18:15:00	0	0	3	0	1	0	4	0	8	0	1	0	1	0	2	0	0	0	0	0
18:15:15	0	0	3	0	1	0	4	0	8	0	1	0	1	0	2	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0
7:30:00	1	0	0	0	1	0	3	2	0	0	1	1	4	3	0	0	0	0	0	0
7:45:00	1	0	0	0	1	0	6	3	1	1	1	0	6	2	1	1	0	0	0	0
8:00:00	4	3	0	0	1	0	11	5	2	1	1	0	8	2	2	1	1	1	0	0
8:15:00	6	2	0	0	1	0	16	5	2	0	1	0	9	1	3	1	1	0	0	0
8:30:00	9	3	0	0	1	0	19	3	2	0	3	2	9	0	4	1	1	0	0	0
8:45:00	9	0	0	0	1	0	22	3	3	1	3	0	12	3	4	0	1	0	0	0
9:00:00	9	0	0	0	1	0	22	0	3	0	4	1	12	0	4	0	1	0	0	0
9:15:00	9	0	0	0	1	0	22	0	3	0	4	0	12	0	4	0	1	0	0	0
16:00:00	9	0	0	0	1	0	22	0	3	0	4	0	12	0	4	0	1	0	0	0
16:15:00	10	1	0	0	2	1	23	1	4	1	4	0	13	1	5	1	1	0	0	0
16:30:00	11	1	0	0	2	0	23	0	4	0	7	3	16	3	6	1	1	0	0	0
16:45:00	11	0	0	0	2	0	24	1	4	0	7	0	18	2	6	0	1	0	0	0
17:00:00	12	1	0	0	2	0	24	0	4	0	7	0	18	0	6	0	1	0	0	0
17:15:00	12	0	0	0	2	0	24	0	4	0	7	0	19	1	6	0	1	0	0	0
17:30:00	13	1	0	0	2	0	24	0	4	0	7	0	20	1	6	0	1	0	0	0
17:45:00	13	0	0	0	2	0	24	0	4	0	7	0	20	0	7	1	1	0	0	0
18:00:00	13	0	0	0	2	0	25	1	4	0	7	0	20	0	7	0	1	0	0	0
18:15:00	13	0	0	0	2	0	25	0	4	0	7	0	20	0	7	0	1	0	0	0
18:15:15	13	0	0	0	2	0	25	0	4	0	7	0	20	0	7	0	1	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

Municipality: Thorold
Site #: 2500400003
Intersection: Taylor Rd & Mountain Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Taylor Rd runs N/S

North Leg Total: 34
North Entering: 13
North Peds: 0
Peds Cross: ⋈

Heavys	4	0	4
Trucks	8	1	9
Cars	0	0	0
Totals	12	1	

Heavys	3	
Trucks	13	
Cars	5	
Totals	21	

East Leg Total: 19
East Entering: 9
East Peds: 0
Peds Cross: ⋈

Taylor Rd

N
W E
S

Cars	Trucks	Heavys	Totals
1	1	1	3
0	5	1	6
1	6	2	

Mountain Rd

Cars	Trucks	Heavys	Totals
2	7	1	10

Taylor Rd

Cars	0		
Trucks	13		
Heavys	5		
Totals	18		

Cars	4	2	6
Trucks	12	6	18
Heavys	2	1	3
Totals	18	9	

Peds Cross: ⋈
South Peds: 0
South Entering: 27
South Leg Total: 45

Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Thorold
Site #: 2500400003
Intersection: Taylor Rd & Mountain Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

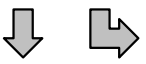
Major Road: Taylor Rd runs N/S

North Leg Total: 15
North Entering: 9
North Peds: 0
Peds Cross: ⋈

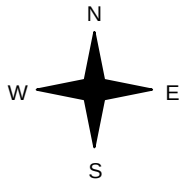
Heavys	3	1	4
Trucks	4	1	5
Cars	0	0	0
Totals	7	2	

Heavys	2
Trucks	3
Cars	1
Totals	6

East Leg Total: 15
East Entering: 3
East Peds: 0
Peds Cross: ⋈



Cars	Trucks	Heavys	Totals
0	1	0	1
1	1	0	2
1	2	0	



Mountain Rd

Cars	Trucks	Heavys	Totals
4	6	2	12

Taylor Rd

Cars	1		
Trucks	5		
Heavys	3		
Totals	9		

Cars	1	4	5
Trucks	2	5	7
Heavys	2	1	3
Totals	5	10	

Peds Cross: ⋈
South Peds: 0
South Entering: 15
South Leg Total: 24

Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Thorold
Site #: 2500400003
Intersection: Taylor Rd & Mountain Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Taylor Rd runs N/S

North Leg Total: 72
North Entering: 33
North Peds: 0
Peds Cross: ⋈

Heavys	12	1	13
Trucks	14	2	16
Cars	4	0	4
Totals	30	3	

Heavys	9	
Trucks	24	
Cars	6	
Totals	39	

East Leg Total: 52
East Entering: 26
East Peds: 0
Peds Cross: ⋈

Taylor Rd

Cars	Trucks	Heavys	Totals
1	2	1	4
4	16	2	22
5	18	3	

N
W E
S

Mountain Rd

Cars	Trucks	Heavys	Totals
9	14	3	26

Taylor Rd

Cars	8		
Trucks	30		
Heavys	14		
Totals	52		

Cars	5	9	14
Trucks	22	12	34
Heavys	8	2	10
Totals	35	23	

Peds Cross: ⋈
South Peds: 0
South Entering: 58
South Leg Total: 110

Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Taylor Rd & Mountain Rd | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*4*	*0*	*4*	*0*
9:00:00	*1*	*16*	*0*	*17*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*2*	*7*	*0*	*9*	*0*
18:00:00	*0*	*3*	*0*	*3*	*0*
Totals:	3	30	0	33	0

North/South Total Approaches: 91

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*10*	*6*	*16*	*0*
9:00:00	*0*	*18*	*5*	*23*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*5*	*10*	*15*	*0*
18:00:00	*0*	*2*	*2*	*4*	*0*
S Totals:	0	35	23	58	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*13*	*0*	*1*	*14*	*0*
9:00:00	*6*	*0*	*2*	*8*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*2*	*0*	*1*	*3*	*0*
18:00:00	*1*	*0*	*0*	*1*	*0*
Totals:	22	0	4	26	0

East/West Total Approaches: 26

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*13*	*6*	*0*	*2*	*1*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	2	0	0	0	0	0	4	2	0	0	0	0	1	1	0	0	0	0
8:30:00	0	0	2	0	0	0	0	0	6	2	0	0	0	0	1	0	0	0	0	0
8:45:00	0	0	2	0	0	0	1	1	10	4	0	0	0	0	4	3	0	0	0	0
9:00:00	0	0	4	2	0	0	1	0	10	0	0	0	0	0	6	2	0	0	0	0
9:15:00	0	0	4	0	0	0	1	0	10	0	0	0	0	0	6	0	0	0	0	0
16:00:00	0	0	4	0	0	0	1	0	10	0	0	0	0	0	6	0	0	0	0	0
16:15:00	0	0	4	0	0	0	2	1	12	2	0	0	1	1	7	1	0	0	0	0
16:30:00	0	0	4	0	0	0	2	0	13	1	0	0	1	0	9	2	0	0	0	0
16:45:00	0	0	4	0	0	0	2	0	14	1	0	0	1	0	9	0	0	0	0	0
17:00:00	0	0	4	0	0	0	2	0	14	0	0	0	1	0	9	0	0	0	0	0
17:15:00	0	0	4	0	0	0	2	0	14	0	0	0	1	0	9	0	0	0	0	0
17:30:00	0	0	4	0	0	0	2	0	14	0	0	0	1	0	10	1	0	0	0	0
17:45:00	0	0	4	0	0	0	2	0	14	0	0	0	1	0	11	1	0	0	0	0
18:00:00	0	0	4	0	0	0	2	0	14	0	0	0	1	0	12	1	0	0	0	0
18:15:00	0	0	4	0	0	0	2	0	14	0	0	0	1	0	12	0	0	0	0	0
18:15:15	0	0	4	0	0	0	2	0	14	0	0	0	1	0	12	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	3	2	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	3	0	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	3	0	0	0	0	0	9	1	0	0	0	0	1	1	0	0	1	1	0	0
8:15:00	3	0	0	0	0	0	10	1	0	0	0	0	1	0	0	0	1	0	0	0
8:30:00	3	0	0	0	0	0	11	1	0	0	1	1	1	0	0	0	1	0	0	0
8:45:00	3	0	0	0	1	1	13	2	0	0	1	0	1	0	0	0	1	0	0	0
9:00:00	3	0	0	0	1	0	14	1	0	0	1	0	2	1	0	0	1	0	0	0
9:15:00	3	0	0	0	1	0	14	0	0	0	1	0	2	0	0	0	1	0	0	0
16:00:00	3	0	0	0	1	0	14	0	0	0	1	0	2	0	0	0	1	0	0	0
16:15:00	4	1	0	0	1	0	15	1	0	0	2	1	2	0	0	0	1	0	0	0
16:30:00	4	0	0	0	1	0	15	0	0	0	2	0	2	0	0	0	1	0	0	0
16:45:00	4	0	0	0	1	0	15	0	0	0	2	0	2	0	0	0	1	0	0	0
17:00:00	4	0	0	0	1	0	15	0	0	0	2	0	2	0	0	0	1	0	0	0
17:15:00	4	0	0	0	1	0	15	0	0	0	2	0	2	0	0	0	1	0	0	0
17:30:00	4	0	0	0	1	0	15	0	0	0	2	0	2	0	0	0	1	0	0	0
17:45:00	4	0	0	0	1	0	16	1	0	0	2	0	2	0	0	0	1	0	0	0
18:00:00	4	0	0	0	1	0	16	0	0	0	2	0	2	0	0	0	1	0	0	0
18:15:00	4	0	0	0	1	0	16	0	0	0	2	0	2	0	0	0	1	0	0	0
18:15:15	4	0	0	0	1	0	16	0	0	0	2	0	2	0	0	0	1	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400003

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	1	0	0	0	0
7:45:00	0	0	0	0	1	1	0	0	3	2	1	0	0	0	2	1	0	0	0	0
8:00:00	0	0	1	1	2	1	0	0	6	3	4	3	0	0	3	1	0	0	0	0
8:15:00	0	0	1	0	3	1	0	0	8	2	6	2	0	0	4	1	0	0	0	0
8:30:00	0	0	3	2	3	0	0	0	10	2	6	0	0	0	4	0	0	0	0	0
8:45:00	0	0	4	1	3	0	0	0	15	5	7	1	0	0	4	0	1	1	0	0
9:00:00	0	0	4	0	3	0	0	0	19	4	7	0	0	0	5	1	1	0	0	0
9:15:00	0	0	4	0	3	0	0	0	19	0	7	0	0	0	5	0	1	0	0	0
16:00:00	0	0	4	0	3	0	0	0	19	0	7	0	0	0	5	0	1	0	0	0
16:15:00	0	0	4	0	5	2	0	0	19	0	8	1	0	0	6	1	1	0	0	0
16:30:00	0	0	5	1	6	1	0	0	19	0	10	2	0	0	6	0	2	1	0	0
16:45:00	0	0	5	0	7	1	0	0	20	1	12	2	0	0	7	1	2	0	0	0
17:00:00	0	0	5	0	7	0	0	0	21	1	12	0	0	0	7	0	2	0	0	0
17:15:00	0	0	5	0	7	0	0	0	21	0	12	0	0	0	7	0	2	0	0	0
17:30:00	0	0	5	0	9	2	0	0	21	0	12	0	0	0	7	0	2	0	0	0
17:45:00	0	0	5	0	9	0	0	0	21	0	12	0	0	0	8	1	2	0	0	0
18:00:00	0	0	5	0	9	0	0	0	22	1	12	0	0	0	8	0	2	0	0	0
18:15:00	0	0	5	0	9	0	0	0	22	0	12	0	0	0	8	0	2	0	0	0
18:15:15	0	0	5	0	9	0	0	0	22	0	12	0	0	0	8	0	2	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400003

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

Municipality: Thorold
Site #: 2500400008
Intersection: Taylor Rd & Beechwood Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

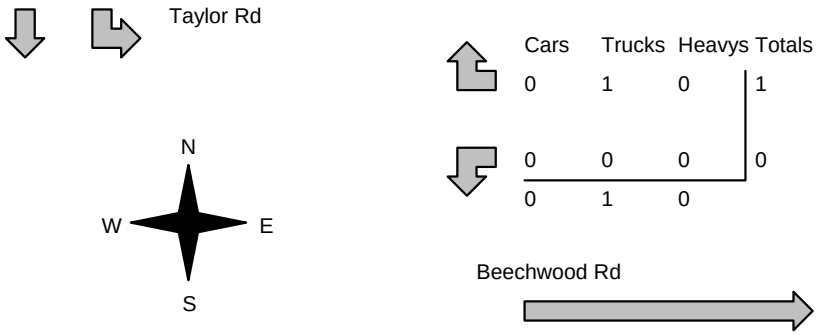
Major Road: Taylor Rd runs N/S

North Leg Total: 75
North Entering: 34
North Peds: 0
Peds Cross: ⋈

Heavys	9	0	9
Trucks	15	0	15
Cars	10	0	10
Totals	34	0	

Heavys	3
Trucks	23
Cars	15
Totals	41

East Leg Total: 1
East Entering: 1
East Peds: 0
Peds Cross: ⋈



Cars	10
Trucks	15
Heavys	9
Totals	34

Cars	15	0	15
Trucks	22	0	22
Heavys	3	0	3
Totals	40	0	

Peds Cross: ⋈
South Peds: 0
South Entering: 40
South Leg Total: 74

Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:00:00
To: 17:00:00

Municipality: Thorold
Site #: 2500400008
Intersection: Taylor Rd & Beechwood Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

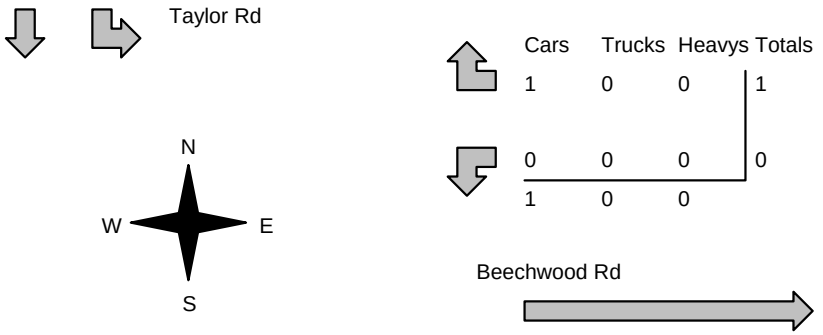
Major Road: Taylor Rd runs N/S

North Leg Total: 30
North Entering: 16
North Peds: 0
Peds Cross: ⋈

Heavys	7	0	7
Trucks	4	0	4
Cars	5	0	5
Totals	16	0	

Heavys	5
Trucks	5
Cars	4
Totals	14

East Leg Total: 1
East Entering: 1
East Peds: 0
Peds Cross: ⋈



Cars	5		
Trucks	4		
Heavys	7		
Totals	16		

Cars	3	0	3
Trucks	5	0	5
Heavys	5	0	5
Totals	13	0	

Peds Cross: ⋈
South Peds: 0
South Entering: 13
South Leg Total: 29

Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Thorold
Site #: 2500400008
Intersection: Taylor Rd & Beechwood Rd
TFR File #: 1
Count date: 15-Jan-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Taylor Rd runs N/S

North Leg Total: 160
North Entering: 86
North Peds: 0
Peds Cross: ⋈

Heavys	25	0	25
Trucks	36	0	36
Cars	25	0	25
Totals	86	0	

Heavys	16	
Trucks	36	
Cars	22	
Totals	74	

East Leg Total: 2
East Entering: 2
East Peds: 0
Peds Cross: ⋈

Taylor Rd

N
W E
S

Cars	Trucks	Heavys	Totals
1	1	0	2
0	0	0	0
1	1	0	

Beechwood Rd

Cars	Trucks	Heavys	Totals
0	0	0	0

Taylor Rd

Cars	25		
Trucks	36		
Heavys	25		
Totals	86		

Cars	21	0	21
Trucks	35	0	35
Heavys	16	0	16
Totals	72	0	

Peds Cross: ⋈
South Peds: 0
South Entering: 72
South Leg Total: 158

Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Taylor Rd & Beechwood Rd | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*28*	*0*	*28*	*0*	*55*
9:00:00	*0*	*38*	*0*	*38*	*0*	*67*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*16*	*0*	*16*	*0*	*29*
18:00:00	*0*	*4*	*0*	*4*	*0*	*7*
Totals:	0	86	0	86	0	158

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*27*	*0*	*27*	*0*
9:00:00	*0*	*29*	*0*	*29*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*13*	*0*	*13*	*0*
18:00:00	*0*	*3*	*0*	*3*	*0*
S Totals:	0	72	0	72	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*1*	*1*	*0*	*1*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*1*	*1*	*0*	*1*
18:00:00	*0*	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	2	2	0	2

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400008

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	4	3	0	0	0	0	9	6	0	0	0	0	1	1	0	0	0	0
7:45:00	0	0	5	1	0	0	0	0	12	3	0	0	0	0	3	2	0	0	0	0
8:00:00	0	0	8	3	0	0	0	0	15	3	0	0	0	0	5	2	0	0	0	0
8:15:00	0	0	8	0	0	0	0	0	18	3	0	0	0	0	7	2	0	0	0	0
8:30:00	0	0	12	4	0	0	0	0	22	4	0	0	0	0	10	3	0	0	0	0
8:45:00	0	0	15	3	0	0	0	0	27	5	0	0	0	0	12	2	0	0	0	0
9:00:00	0	0	20	5	0	0	0	0	31	4	0	0	0	0	15	3	0	0	0	0
9:15:00	0	0	20	0	0	0	0	0	31	0	0	0	0	0	15	0	0	0	0	0
16:00:00	0	0	20	0	0	0	0	0	31	0	0	0	0	0	15	0	0	0	0	0
16:15:00	0	0	20	0	0	0	0	0	32	1	0	0	0	0	18	3	0	0	0	0
16:30:00	0	0	22	2	0	0	0	0	34	2	0	0	0	0	20	2	0	0	0	0
16:45:00	0	0	25	3	0	0	0	0	35	1	0	0	0	0	20	0	0	0	0	0
17:00:00	0	0	25	0	0	0	0	0	35	0	0	0	0	0	22	2	0	0	0	0
17:15:00	0	0	25	0	0	0	0	0	35	0	0	0	0	0	22	0	0	0	0	0
17:30:00	0	0	25	0	0	0	0	0	35	0	0	0	0	0	23	1	0	0	0	0
17:45:00	0	0	25	0	0	0	0	0	36	1	0	0	0	0	24	1	0	0	0	0
18:00:00	0	0	25	0	0	0	0	0	36	0	0	0	0	0	25	1	0	0	0	0
18:15:00	0	0	25	0	0	0	0	0	36	0	0	0	0	0	25	0	0	0	0	0
18:15:15	0	0	25	0	0	0	0	0	36	0	0	0	0	0	25	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400008

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400008

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	1	0	0	0	0	0	4	2	0	0	0	0	4	3	0	0	0	0
7:45:00	0	0	2	1	0	0	0	0	7	3	0	0	0	0	6	2	0	0	0	0
8:00:00	0	0	6	4	0	0	0	0	14	7	0	0	0	0	7	1	0	0	0	0
8:15:00	0	0	10	4	0	0	0	0	20	6	0	0	0	0	8	1	0	0	0	0
8:30:00	0	0	15	5	0	0	0	0	24	4	0	0	0	0	8	0	0	0	0	0
8:45:00	0	0	17	2	0	0	0	0	29	5	0	0	0	0	9	1	0	0	0	0
9:00:00	0	0	17	0	0	0	0	0	29	0	0	0	0	0	10	1	0	0	0	0
9:15:00	0	0	17	0	0	0	0	0	29	0	0	0	0	0	10	0	0	0	0	0
16:00:00	0	0	17	0	0	0	0	0	29	0	0	0	0	0	10	0	0	0	0	0
16:15:00	0	0	19	2	0	0	0	0	30	1	0	0	0	0	11	1	0	0	0	0
16:30:00	0	0	19	0	0	0	0	0	31	1	0	0	0	0	14	3	0	0	0	0
16:45:00	0	0	19	0	0	0	0	0	33	2	0	0	0	0	15	1	0	0	0	0
17:00:00	0	0	20	1	0	0	0	0	34	1	0	0	0	0	15	0	0	0	0	0
17:15:00	0	0	20	0	0	0	0	0	34	0	0	0	0	0	15	0	0	0	0	0
17:30:00	0	0	21	1	0	0	0	0	34	0	0	0	0	0	15	0	0	0	0	0
17:45:00	0	0	21	0	0	0	0	0	34	0	0	0	0	0	16	1	0	0	0	0
18:00:00	0	0	21	0	0	0	0	0	35	1	0	0	0	0	16	0	0	0	0	0
18:15:00	0	0	21	0	0	0	0	0	35	0	0	0	0	0	16	0	0	0	0	0
18:15:15	0	0	21	0	0	0	0	0	35	0	0	0	0	0	16	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400008

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period	One Hour Peak
From: 7:00:00	**From:** 7:00:00
To: 9:00:00	**To:** 8:00:00

Municipality: Thorold
Site #: 2500400011
Intersection: Mountain Rd & Quarry Access
TFR File #: 1
Count date: 15-Jan-25

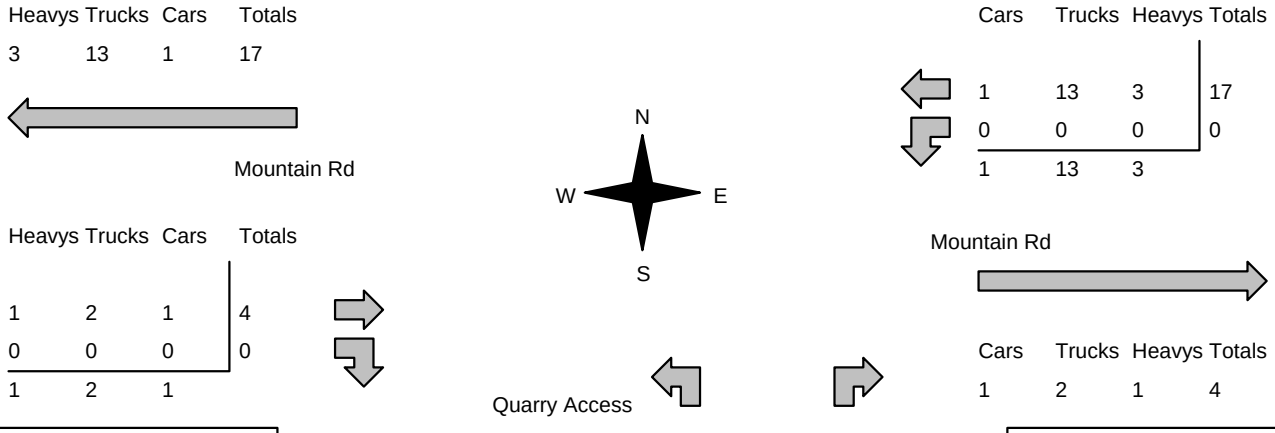
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Mountain Rd runs W/E

East Leg Total: 21
East Entering: 17
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 4
West Leg Total: 21

Cars 0
Trucks 0
Heavys 0
Totals 0

Cars 0 0 0
Trucks 0 0 0
Heavys 0 0 0
Totals 0 0

Peds Cross: ⋈
South Peds: 0
South Entering: 0
South Leg Total: 0

Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period	One Hour Peak
From: 16:00:00	**From:** 16:00:00
To: 18:00:00	**To:** 17:00:00

Municipality: Thorold
Site #: 2500400011
Intersection: Mountain Rd & Quarry Access
TFR File #: 1
Count date: 15-Jan-25

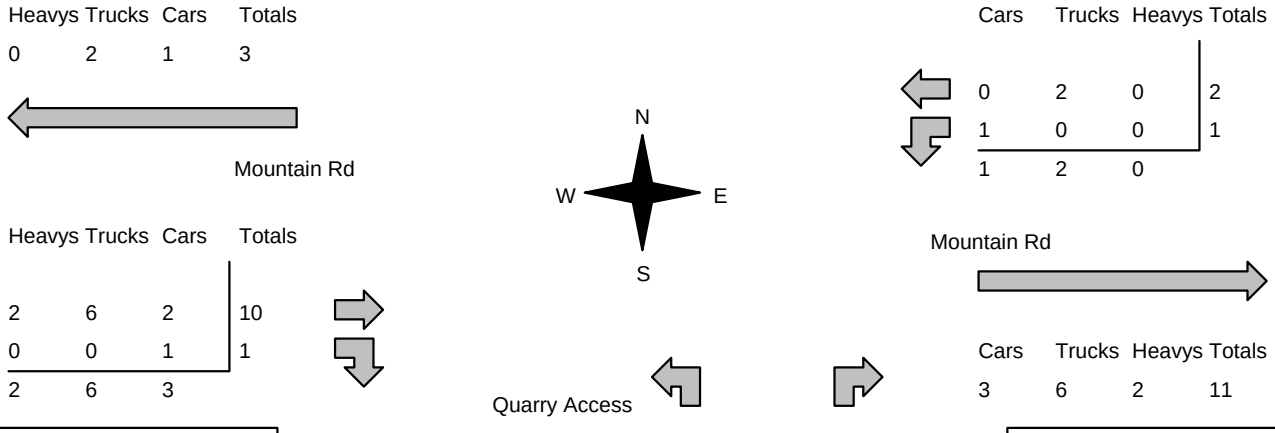
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Mountain Rd runs W/E

East Leg Total: 14
East Entering: 3
East Peds: 0
Peds Cross: ⧗



Peds Cross: ⧗
West Peds: 0
West Entering: 11
West Leg Total: 14

Cars 2
Trucks 0
Heavys 0
Totals 2

Cars 1 1 2
Trucks 0 0 0
Heavys 0 0 0
Totals 1 1

Peds Cross: ⋈
South Peds: 0
South Entering: 2
South Leg Total: 4

Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

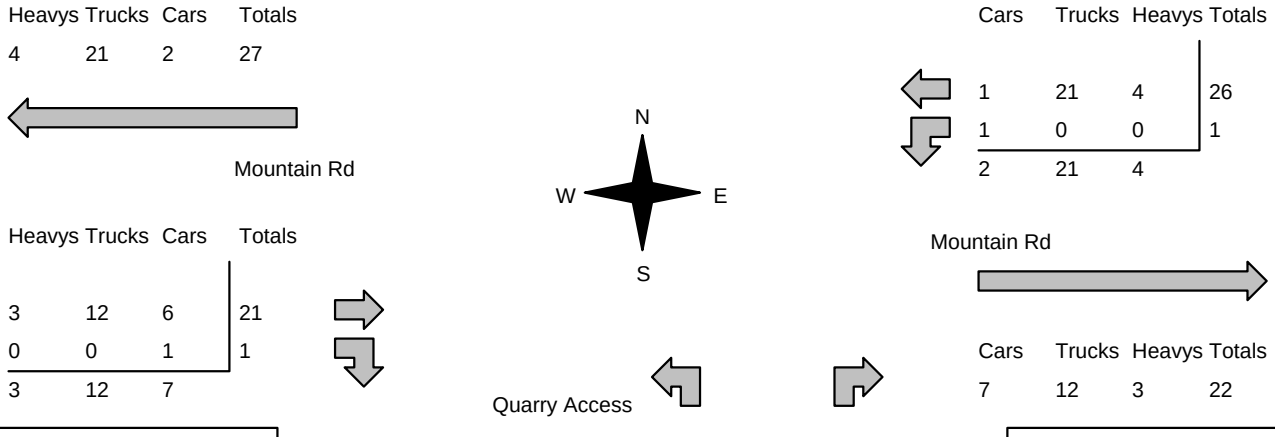
Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Thorold **Site #:** 2500400011 **Intersection:** Mountain Rd & Quarry Access **TFR File #:** 1 **Count date:** 15-Jan-25	**Weather conditions:** **Person counted:** **Person prepared:** **Person checked:**
**** Non-Signalized Intersection ****	**Major Road:** Mountain Rd runs W/E

East Leg Total: 49
East Entering: 27
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖		Cars	2		Cars	1	1	2	Peds Cross: ⋈
West Peds: 0		Trucks	0		Trucks	0	0	0	South Peds: 0
West Entering: 22		Heavys	0		Heavys	0	0	0	South Entering: 2
West Leg Total: 49		Totals	2		Totals	1	1		South Leg Total: 4

Comments

Car = Garbage Transport Heavy Vehicle

Truck = Aggregate/quarry materials Heavy Vehicle

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Mountain Rd & Quarry Access | **Count Date:** 15-Jan-25 | **Municipality:** Thorold

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

North/South Total Approaches: 2

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*1*	*0*	*1*	*2*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
S Totals:	1	0	1	2	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*17*	*0*	*17*	*0*
9:00:00	*0*	*6*	*0*	*6*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*1*	*2*	*0*	*3*	*0*
18:00:00	*0*	*1*	*0*	*1*	*0*
Totals:	1	26	0	27	0

East/West Total Approaches: 49

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*4*	*0*	*4*	*0*
9:00:00	*0*	*5*	*0*	*5*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*10*	*1*	*11*	*0*
18:00:00	*0*	*2*	*0*	*2*	*0*
W Totals:	0	21	1	22	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400011

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400011

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	1	0	0	0	0	0	8	6	0	0	0	0	1	0	0	0	0	0
7:45:00	0	0	1	0	0	0	0	0	12	4	0	0	0	0	1	0	0	0	0	0
8:00:00	0	0	1	0	0	0	0	0	13	1	0	0	0	0	3	2	0	0	0	0
8:15:00	0	0	1	0	0	0	0	0	14	1	0	0	0	0	3	0	0	0	0	0
8:30:00	0	0	1	0	0	0	0	0	15	1	0	0	0	0	3	0	0	0	0	0
8:45:00	0	0	1	0	0	0	0	0	17	2	0	0	0	0	3	0	0	0	0	0
9:00:00	0	0	1	0	0	0	0	0	18	1	0	0	0	0	4	1	0	0	0	0
9:15:00	0	0	1	0	0	0	0	0	18	0	0	0	0	0	4	0	0	0	0	0
16:00:00	0	0	1	0	0	0	0	0	18	0	0	0	0	0	4	0	0	0	0	0
16:15:00	0	0	1	0	0	0	0	0	20	2	0	0	0	0	4	0	0	0	0	0
16:30:00	1	1	1	0	0	0	0	0	20	0	0	0	0	0	4	0	0	0	0	0
16:45:00	1	0	1	0	0	0	0	0	20	0	0	0	0	0	4	0	0	0	0	0
17:00:00	1	0	1	0	0	0	0	0	20	0	0	0	0	0	4	0	0	0	0	0
17:15:00	1	0	1	0	0	0	0	0	20	0	0	0	0	0	4	0	0	0	0	0
17:30:00	1	0	1	0	0	0	0	0	20	0	0	0	0	0	4	0	0	0	0	0
17:45:00	1	0	1	0	0	0	0	0	21	1	0	0	0	0	4	0	0	0	0	0
18:00:00	1	0	1	0	0	0	0	0	21	0	0	0	0	0	4	0	0	0	0	0
18:15:00	1	0	1	0	0	0	0	0	21	0	0	0	0	0	4	0	0	0	0	0
18:15:15	1	0	1	0	0	0	0	0	21	0	0	0	0	0	4	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400011

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400011

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	1	1	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0
8:15:00	0	0	2	1	0	0	0	0	4	2	0	0	0	0	1	0	0	0	0	0
8:30:00	0	0	2	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0
8:45:00	0	0	2	0	0	0	0	0	6	2	0	0	0	0	1	0	0	0	0	0
9:00:00	0	0	2	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0
9:15:00	0	0	2	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0
16:00:00	0	0	2	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0
16:15:00	0	0	3	1	1	1	0	0	8	2	0	0	0	0	2	1	0	0	0	0
16:30:00	0	0	4	1	1	0	0	0	10	2	0	0	0	0	3	1	0	0	0	0
16:45:00	0	0	4	0	1	0	0	0	12	2	0	0	0	0	3	0	0	0	0	0
17:00:00	0	0	4	0	1	0	0	0	12	0	0	0	0	0	3	0	0	0	0	0
17:15:00	0	0	4	0	1	0	0	0	12	0	0	0	0	0	3	0	0	0	0	0
17:30:00	0	0	6	2	1	0	0	0	12	0	0	0	0	0	3	0	0	0	0	0
17:45:00	0	0	6	0	1	0	0	0	12	0	0	0	0	0	3	0	0	0	0	0
18:00:00	0	0	6	0	1	0	0	0	12	0	0	0	0	0	3	0	0	0	0	0
18:15:00	0	0	6	0	1	0	0	0	12	0	0	0	0	0	3	0	0	0	0	0
18:15:15	0	0	6	0	1	0	0	0	12	0	0	0	0	0	3	0	0	0	0	0

Appendix B – Existing Heavy Vehicle Data

Roadway	Traffic Volumes (1h AM peak volumes)							
Taylor Road	**Segment(s)**							
	Between Thorold Townline Road and Thorold Stone Road		**Between Beechwood Road and Thorold Townline Road**		**Between Walker Landfill East Access and Beechwood Road**		**Between Mountain Road and Walker Landfill East Access:**	
	Aggregates:	33	Aggregates:	36	Aggregates:	38	Aggregates:	31
	Landfill:	19	Landfill:	23	Landfill:	25	Landfill:	6
	All other traffic:	692	All other traffic:	597	All other traffic:	626	All other traffic:	608
	Segment(s)							
Mountain road	**Between Taylor Road and Quarry Maintenance Only Access**		**Between Quarry Maintenance Only Access and Garner Road**		**East of Garner Road**			
	Aggregates:	20	Aggregates:	15[1]	Aggregates:	15[1]		
	Landfill:	3	Landfill:	2[1]	Landfill:	2[1]		
	All other traffic:	368	All other traffic:	361	All other traffic:	405		
	Segment(s)							
Garner Road	**North of Mountain Road**		**South of Mountain Road**					
	Aggregates:	0[1]	Aggregates:	1[1]				
	Landfill:	0[1]	Landfill:	1[1]				
	All other traffic:	22	All other traffic:	87				
	Segment(s)							
Thorold Stone Road *represents volumes bound for and leaving project site	**Between Taylor Road and Beechwood Road**		**West of Taylor Road**		**East of Beechwood Road**			
	Aggregates:	9 (total), 2*	Aggregates:	32(total), 22*	Aggregates:	9 (total), 2*		
	Landfill:	4 (total), 2*	Landfill:	13 (total), 13*	Landfill:	3 (total), 2*		
	All other traffic:	1576	All other traffic:	1969	All other traffic:	1579		
	Segment(s)							
Beechwood Road	**Between Taylor Road and Thorold Stone Road**							
	Aggregates:	1						
	Landfill:	0						
	All other traffic:	39						
	Segment(s)							
Thorold Townline Road	**Between Landfill Northwest access intersection and Thorold Public Works Access:**		**Between Thorold Public Works Access and Old Thorold Stone Road:**		**Between Old Thorold Stone Road and Taylor Road**		**North of Landfill Northwest access intersection**	
	Aggregates:	4	Aggregates:	4	Aggregates:	6	Aggregates:	4
	Landfill:	1	Landfill:	7	Landfill:	2	Landfill:	0
	All other traffic:	66	All other traffic:	101	All other traffic:	110	All other traffic:	66
	Segment(s)							
Old Thorold Stone Road	**West from Thorold Townline Road**							
	Aggregates:	12						
	Landfill:	2						
	All other traffic:	68						

[1]TMC data collection at the intersection of Mountain Road and Garner Road encountered video footage corruption, preventing the classification of heavy vehicles into Aggregate Hauling or Landfill Bound categories. To address this, the distribution was estimated using the observed percentage of heavy vehicles at this intersection and the proportion of aggregate/landfill trucks at nearby intersections.

Roadway	Traffic Volumes (1h PM peak volumes)							
Taylor Road	**Segment(s)**							
	Between Thorold Townline Road and Thorold Stone Road		**Between Beechwood Road and Thorold Townline Road**		**Between Walker Landfill East Access and Beechwood Road**		**Between Mountain Road and Walker Landfill East Access:**	
	Aggregates:	11	Aggregates:	9	Aggregates:	13	Aggregates:	8
	Landfill:	6	Landfill:	8	Landfill:	6	Landfill:	3
	All other traffic:	780	All other traffic:	689	All other traffic:	743	All other traffic:	745
	Segment(s)							
Mountain road	**Between Taylor Road and Quarry Maintenance Only Access**		**Between Quarry Maintenance Only Access and Garner Road**		**East of Garner Road**			
	Aggregates:	8	Aggregates:	8[1]	Aggregates:	8[1]		
	Landfill:	5	Landfill:	4[1]	Landfill:	4[1]		
	All other traffic:	421	All other traffic:	422	All other traffic:	462		
	Segment(s)							
Garner Road	**North of Mountain Road**		**South of Mountain Road**					
	Aggregates:	0[1]	Aggregates:	1[1]				
	Landfill:	0[1]	Landfill:	1[1]				
	All other traffic:	9	All other traffic:	105				
	Segment(s)							
Thorold Stone Road *represents volumes bound for and leaving project site	**Between Taylor Road and Beechwood Road**		**West of Taylor Road**		**East of Beechwood Road**			
	Aggregates:	3 (total), 2*	Aggregates:	10 (total), 3*	Aggregates:	3 (total), 1*		
	Landfill:	1(total), 1*	Landfill:	6 (total), 5*	Landfill:	2 (total), 1*		
	All other traffic:	1954	All other traffic:	2231	All other traffic:	1932		
	Segment(s)							
Beechwood Road	**Between Taylor Road and Thorold Stone Road**							
	Aggregates:	1						
	Landfill:	1						
	All other traffic:	57						
	Segment(s)							
Thorold Townline Road	**Between Landfill Northwest access intersection and Thorold Public Works Access:**		**Between Thorold Public Works Access and Old Thorold Stone Road:**		**Between Old Thorold Stone Road and Taylor Road**		**North of Landfill Northwest access intersection**	
	Aggregates:	3	Aggregates:	3	Aggregates:	2	Aggregates:	0
	Landfill:	3	Landfill:	3	Landfill:	3	Landfill:	0
	All other traffic:	86	All other traffic:	110	All other traffic:	116	All other traffic:	61
	Segment(s)							
Old Thorold Stone Road	**West from Thorold Townline Road**							
	Aggregates:	2						
	Landfill:	0						
	All other traffic:	73						

[1]TMC data collection at the intersection of Mountain Road and Garner Road encountered video footage corruption, preventing the classification of heavy vehicles into Aggregate Hauling or Landfill Bound categories. To address this, the distribution was estimated using the observed percentage of heavy vehicles at this intersection and the proportion of aggregate/landfill trucks at nearby intersections.

Appendix C – Calculated Road Network AADT

Roadway	Average Annual Daily Traffic (AADT) Calculated Values			
Taylor Road	**Segment(s)**			
Taylor Road	**Between Thorold Townline Road and Thorold Stone Road**	**Between Beechwood Road and Thorold Townline Road**	**Between Walker Landfill East Access and Beechwood Road**	**Between Mountain Road and Walker Landfill East Access**
	6164	5448	5804	5604
	Segment(s)			
Mountain road	**Between Taylor Road and Quarry Maintenance Only Access**	**Between Quarry Maintenance Only Access and Garner Road**	**East of Garner Road**	
	3300	3248	3584	
	Segment(s)			
Garner Road	**North of Mountain Road**	**South of Mountain Road**		
	124	784		
	Segment(s)			
Thorold Stone Road	**Between Taylor Road and Beechwood Road**	**West of Taylor Road**	**East of Beechwood Road**	
	14188	17044	14112	
	Segment(s)			
Beechwood Road	**Between Taylor Road and Thorold**			
	396			
	Segment(s)			
Thorold Townline Road	**Between Landfill Northwest access intersection and Thorold**	**Between Thorold Public Works Access and Old**	**Between Old Thorold Stone Road and Taylor Road**	**North of Landfill Northwest access intersection**
	652	912	956	524
	Segment(s)			
Old Thorold Stone Road	**West from Thorold Townline Road**			
	628			

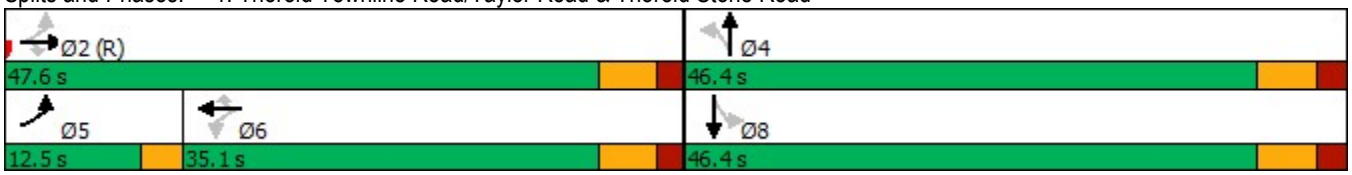
Appendix D – Existing Conditions Traffic Analysis Synchro Report

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	648	36	19	802	38	27	118	28	30	67	207
Future Volume (vph)	284	648	36	19	802	38	27	118	28	30	67	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	95.0		95.0	85.0		90.0	100.0		0.0	80.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	85.0			100.0			90.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.972			0.887	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1644	3544	1498	1825	3544	1633	1755	1729	0	1521	1546	0
Flt Permitted	0.215			0.384			0.288			0.595		
Satd. Flow (perm)	372	3544	1498	738	3544	1633	532	1729	0	953	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			74		16			205	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		291.4			1007.9			528.0			328.2	
Travel Time (s)		13.1			45.4			23.8			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	11%	3%	9%	0%	3%	0%	4%	8%	8%	20%	11%	10%
Adj. Flow (vph)	309	704	39	21	872	41	29	128	30	33	73	225
Shared Lane Traffic (%)												
Lane Group Flow (vph)	309	704	39	21	872	41	29	158	0	33	298	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	4	4		8		
Detector Phase	5	2	2	6	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.5	35.1	35.1	35.1	35.1	35.1	46.4	46.4		46.4	46.4	
Total Split (s)	12.5	47.6	47.6	35.1	35.1	35.1	46.4	46.4		46.4	46.4	
Total Split (%)	13.3%	50.6%	50.6%	37.3%	37.3%	37.3%	49.4%	49.4%		49.4%	49.4%	
Maximum Green (s)	9.5	41.5	41.5	29.0	29.0	29.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	3.0	4.1	4.1	4.1	4.1	4.1	4.1	4.1		4.1	4.1	
All-Red Time (s)	0.0	2.0	2.0	2.0	2.0	2.0	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.1	6.1	6.1	6.1	6.1	6.4	6.4		6.4	6.4	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	2.5	6.0	6.0	6.0	6.0	6.0	2.3	2.3		2.3	2.3	
Recall Mode	None	C-Max	C-Max	None	None	None	None	None		None	None	
Walk Time (s)		11.0	11.0	11.0	11.0	11.0	15.0	15.0		15.0	15.0	
Flash Dont Walk (s)		18.0	18.0	18.0	18.0	18.0	25.0	25.0		25.0	25.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	70.7	67.6	67.6	41.1	41.1	41.1	13.9	13.9		13.9	13.9	
Actuated g/C Ratio	0.75	0.72	0.72	0.44	0.44	0.44	0.15	0.15		0.15	0.15	
v/c Ratio	0.52	0.28	0.04	0.07	0.56	0.05	0.37	0.59		0.24	0.74	
Control Delay	8.8	5.4	2.0	17.6	22.0	1.8	47.9	41.7		37.4	23.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.8	5.4	2.0	17.6	22.0	1.8	47.9	41.7		37.4	23.9	
LOS	A	A	A	B	C	A	D	D		D	C	
Approach Delay		6.3			21.0			42.7			25.2	
Approach LOS		A			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 76.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Thorold Townline Road/Taylor Road & Thorold Stone Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	648	36	19	802	38	27	118	28	30	67	207
Future Volume (vph)	284	648	36	19	802	38	27	118	28	30	67	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.1	6.1	6.1	6.1	6.1	6.4	6.4		6.4	6.4	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1644	3544	1498	1825	3544	1633	1755	1728		1521	1545	
Flt Permitted	0.21	1.00	1.00	0.38	1.00	1.00	0.29	1.00		0.60	1.00	
Satd. Flow (perm)	372	3544	1498	738	3544	1633	532	1728		953	1545	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	309	704	39	21	872	41	29	128	30	33	73	225
RTOR Reduction (vph)	0	0	11	0	0	23	0	14	0	0	175	0
Lane Group Flow (vph)	309	704	28	21	872	18	29	144	0	33	123	0
Heavy Vehicles (%)	11%	3%	9%	0%	3%	0%	4%	8%	8%	20%	11%	10%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	
Permitted Phases	2		2	6		6	4	4		8		
Actuated Green, G (s)	67.6	67.6	67.6	41.1	41.1	41.1	13.9	13.9		13.9	13.9	
Effective Green, g (s)	67.6	67.6	67.6	41.1	41.1	41.1	13.9	13.9		13.9	13.9	
Actuated g/C Ratio	0.72	0.72	0.72	0.44	0.44	0.44	0.15	0.15		0.15	0.15	
Clearance Time (s)	3.0	6.1	6.1	6.1	6.1	6.1	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	2.5	6.0	6.0	6.0	6.0	6.0	2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	585	2548	1077	322	1549	714	78	255		140	228	
v/s Ratio Prot	c0.13	0.20			c0.25			c0.08			0.08	
v/s Ratio Perm	0.25		0.02	0.03		0.01	0.05			0.03		
v/c Ratio	0.53	0.28	0.03	0.07	0.56	0.03	0.37	0.57		0.24	0.54	
Uniform Delay, d1	7.2	4.6	3.8	15.3	19.7	15.1	36.1	37.2		35.4	37.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.3	0.0	0.2	1.0	0.0	1.7	2.1		0.5	1.8	
Delay (s)	7.9	4.9	3.8	15.6	20.7	15.1	37.9	39.3		35.9	38.9	
Level of Service	A	A	A	B	C	B	D	D		D	D	
Approach Delay (s)		5.7			20.4			39.1			38.6	
Approach LOS		A			C			D			D	

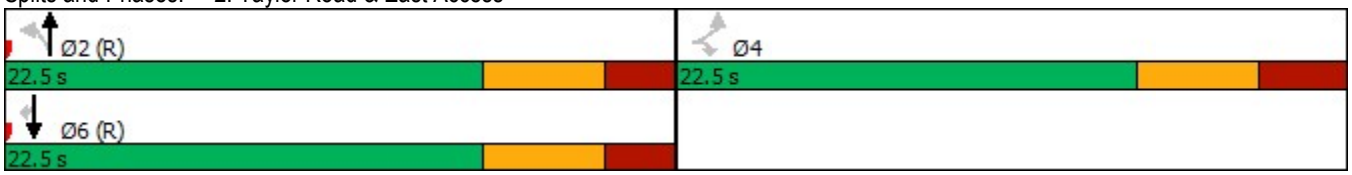
Intersection Summary			
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	24	23	329	295	12
Future Volume (vph)	9	24	23	329	295	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	110.0			80.0
Storage Lanes	1	1	1			1
Taper Length (m)	2.5		100.0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	966	833	951	1812	1830	1150
Flt Permitted	0.950		0.557			
Satd. Flow (perm)	966	833	557	1812	1830	1150
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		28				14
Link Speed (k/h)	50			70	70	
Link Distance (m)	70.6			713.0	427.2	
Travel Time (s)	5.1			36.7	22.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	89%	96%	92%	6%	5%	42%
Adj. Flow (vph)	10	28	26	378	339	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	28	26	378	339	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (m)	6.1	6.1	6.1	30.5	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	6.1	6.1	1.8	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)				28.7	28.7	
Detector 2 Size(m)				1.8	1.8	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases	4	4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	15.4	15.4	16.0	16.0	16.0	16.0
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.0	3.0	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.5	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0	4.0	2.5	2.5	2.5	2.5
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	10.0	10.0	35.6	35.6	35.6	35.6
Actuated g/C Ratio	0.22	0.22	0.79	0.79	0.79	0.79
v/c Ratio	0.05	0.14	0.06	0.26	0.23	0.02
Control Delay	14.8	8.7	6.1	5.5	5.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	8.7	6.1	5.5	5.3	3.8
LOS	B	A	A	A	A	A
Approach Delay	10.3			5.5	5.2	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 38.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Taylor Road & East Access



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	24	23	329	295	12
Future Volume (vph)	9	24	23	329	295	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	966	833	951	1812	1830	1150
Flt Permitted	0.95	1.00	0.56	1.00	1.00	1.00
Satd. Flow (perm)	966	833	557	1812	1830	1150
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	10	28	26	378	339	14
RTOR Reduction (vph)	0	26	0	0	0	5
Lane Group Flow (vph)	10	2	26	378	339	9
Heavy Vehicles (%)	89%	96%	92%	6%	5%	42%
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Actuated Green, G (s)	4.0	4.0	27.4	27.4	27.4	27.4
Effective Green, g (s)	4.0	4.0	27.4	27.4	27.4	27.4
Actuated g/C Ratio	0.09	0.09	0.61	0.61	0.61	0.61
Clearance Time (s)	7.1	7.1	6.5	6.5	6.5	6.5
Vehicle Extension (s)	4.0	4.0	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	85	74	339	1103	1114	700
v/s Ratio Prot				c0.21	0.19	
v/s Ratio Perm	c0.01	0.00	0.05			0.01
v/c Ratio	0.12	0.03	0.08	0.34	0.30	0.01
Uniform Delay, d1	18.9	18.7	3.6	4.3	4.2	3.5
Progression Factor	1.02	1.01	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.3	0.4	0.8	0.7	0.0
Delay (s)	20.0	19.2	4.1	5.2	4.9	3.5
Level of Service	C	B	A	A	A	A
Approach Delay (s)	19.4			5.1	4.9	
Approach LOS	B			A	A	

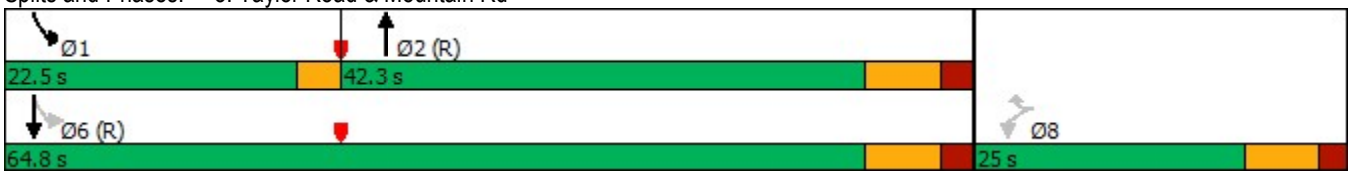
Intersection Summary			
HCM 2000 Control Delay	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	170	81	249	89	39	137
Future Volume (vph)	170	81	249	89	39	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	75.0	0.0		0.0	95.0	
Storage Lanes	1	1		0	1	
Taper Length (m)	100.0				100.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.965			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1755	1570	1712	0	1722	1731
Flt Permitted	0.950				0.478	
Satd. Flow (perm)	1755	1570	1712	0	866	1731
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		93	23			
Link Speed (k/h)	70		70			60
Link Distance (m)	184.1		195.9			753.7
Travel Time (s)	9.5		10.1			45.2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	4%	4%	8%	9%	6%	11%
Adj. Flow (vph)	195	93	286	102	45	157
Shared Lane Traffic (%)						
Lane Group Flow (vph)	195	93	388	0	45	157
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (m)	6.1	6.1	30.5		6.1	30.5
Trailing Detector (m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Size(m)	6.1	6.1	1.8		6.1	1.8
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(m)			28.7			28.7
Detector 2 Size(m)			1.8			1.8
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Perm	Perm	NA		pm+pt	NA
Protected Phases			2		1	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases	8	8			6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	20.0		8.0	20.0
Minimum Split (s)	25.0	25.0	42.3		22.5	42.3
Total Split (s)	25.0	25.0	42.3		22.5	64.8
Total Split (%)	27.8%	27.8%	47.1%		25.1%	72.2%
Maximum Green (s)	18.0	18.0	35.0		19.5	57.5
Yellow Time (s)	5.0	5.0	5.0		3.0	5.0
All-Red Time (s)	2.0	2.0	2.3		0.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.3		3.0	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.4	2.4	2.4		2.8	2.4
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0	7.0	13.0			13.0
Flash Dont Walk (s)	11.0	11.0	22.0			22.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	14.4	14.4	54.5		65.4	61.1
Actuated g/C Ratio	0.16	0.16	0.61		0.73	0.68
v/c Ratio	0.70	0.28	0.37		0.06	0.13
Control Delay	48.6	9.3	11.3		4.3	5.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	48.6	9.3	11.3		4.3	5.9
LOS	D	A	B		A	A
Approach Delay	35.9		11.3			5.5
Approach LOS	D		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 89.8			
Actuated Cycle Length: 89.8			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 18.1		Intersection LOS: B	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Taylor Road & Mountain Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	170	81	249	89	39	137
Future Volume (vph)	170	81	249	89	39	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.3		3.0	7.3
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.96		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1755	1570	1712		1722	1731
Flt Permitted	0.95	1.00	1.00		0.48	1.00
Satd. Flow (perm)	1755	1570	1712		867	1731
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	195	93	286	102	45	157
RTOR Reduction (vph)	0	78	9	0	0	0
Lane Group Flow (vph)	195	15	379	0	45	157
Heavy Vehicles (%)	4%	4%	8%	9%	6%	11%
Turn Type	Perm	Perm	NA		pm+pt	NA
Protected Phases			2		1	6
Permitted Phases	8	8			6	
Actuated Green, G (s)	14.4	14.4	53.3		61.1	61.1
Effective Green, g (s)	14.4	14.4	53.3		61.1	61.1
Actuated g/C Ratio	0.16	0.16	0.59		0.68	0.68
Clearance Time (s)	7.0	7.0	7.3		3.0	7.3
Vehicle Extension (s)	2.4	2.4	2.4		2.8	2.4
Lane Grp Cap (vph)	281	251	1016		635	1177
v/s Ratio Prot			c0.22		0.00	c0.09
v/s Ratio Perm	c0.11	0.01			0.04	
v/c Ratio	0.69	0.06	0.37		0.07	0.13
Uniform Delay, d1	35.6	32.0	9.5		4.9	5.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	6.5	0.1	1.0		0.0	0.2
Delay (s)	42.1	32.0	10.6		4.9	5.3
Level of Service	D	C	B		A	A
Approach Delay (s)	38.9		10.6			5.2
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	89.8	Sum of lost time (s)	17.3
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	13	316	175	39
Future Volume (vph)	0	4	13	316	175	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	40.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	2.5		100.0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.976	
Flt Protected			0.950			
Satd. Flow (prot)	1883	1601	1472	1795	1723	0
Flt Permitted			0.950			
Satd. Flow (perm)	1883	1601	1472	1795	1723	0
Link Speed (k/h)	48			60	60	
Link Distance (m)	375.1			753.7	268.8	
Travel Time (s)	28.1			45.2	16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	24%	7%	9%	8%
Adj. Flow (vph)	0	4	14	343	190	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	4	14	343	232	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	4	13	316	175	39
Future Volume (Veh/h)	0	4	13	316	175	39
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	14	343	190	42
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	582	211	232			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	582	211	232			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	99			
cM capacity (veh/h)	470	829	1216			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	0	4	14	343	232
Volume Left	0	0	14	0	0
Volume Right	0	4	0	0	42
cSH	1700	829	1216	1700	1700
Volume to Capacity	0.00	0.00	0.01	0.20	0.14
Queue Length 95th (m)	0.0	0.1	0.3	0.0	0.0
Control Delay (s)	0.0	9.4	8.0	0.0	0.0
Lane LOS	A	A	A		
Approach Delay (s)	9.4		0.3		0.0
Approach LOS	A				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		

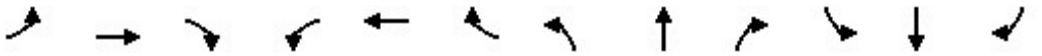
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	0	43	324	273	29
Future Volume (vph)	11	0	43	324	273	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	50.0	0.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.987	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1883	1772	1715	1677	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1883	1772	1715	1677	0
Link Speed (k/h)	50			70	70	
Link Distance (m)	204.8			328.2	1008.3	
Travel Time (s)	14.7			16.9	51.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	3%	12%	14%	4%
Adj. Flow (vph)	12	0	46	348	294	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	46	348	325	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			7.4	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	0	43	324	273	29
Future Volume (Veh/h)	11	0	43	324	273	29
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	12	0	46	348	294	31
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		7				
Median type				None	None	
Median storage veh)						
Upstream signal (m)				328		
pX, platoon unblocked						
vC, conflicting volume	750	310	325			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	750	310	325			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	96			
cM capacity (veh/h)	365	731	1229			

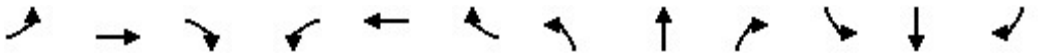
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	12	46	348	325
Volume Left	12	46	0	0
Volume Right	0	0	0	31
cSH	290	1229	1700	1700
Volume to Capacity	0.04	0.04	0.20	0.19
Queue Length 95th (m)	1.0	0.9	0.0	0.0
Control Delay (s)	18.0	8.0	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	18.0	0.9		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	122	9	22	219	8	18	5	51	3	2	4
Future Volume (vph)	0	122	9	22	219	8	18	5	51	3	2	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.995			0.907			0.940	
Flt Protected					0.996			0.988			0.984	
Satd. Flow (prot)	0	1755	0	0	1824	0	0	1675	0	0	1777	0
Flt Permitted					0.996			0.988			0.984	
Satd. Flow (perm)	0	1755	0	0	1824	0	0	1675	0	0	1777	0
Link Speed (k/h)		70			70			80			60	
Link Distance (m)		884.7			985.2			693.4			600.2	
Travel Time (s)		45.5			50.7			31.2			36.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	9%	0%	0%	5%	0%	0%	0%	4%	0%	0%	0%
Adj. Flow (vph)	0	130	10	23	233	9	19	5	54	3	2	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	265	0	0	78	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

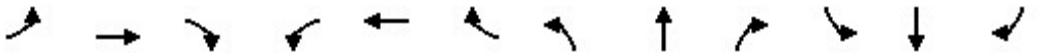
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	122	9	22	219	8	18	5	51	3	2	4
Future Volume (Veh/h)	0	122	9	22	219	8	18	5	51	3	2	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	130	10	23	233	9	19	5	54	3	2	4
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	242			140			424	423	135	475	424	238
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	242			140			424	423	135	475	424	238
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			96	99	94	99	100	100
cM capacity (veh/h)	1324			1456			533	517	909	464	517	806

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	140	265	78	9
Volume Left	0	23	19	3
Volume Right	10	9	54	4
cSH	1324	1456	745	589
Volume to Capacity	0.00	0.02	0.10	0.02
Queue Length 95th (m)	0.0	0.4	2.7	0.4
Control Delay (s)	0.0	0.8	10.4	11.2
Lane LOS		A	B	B
Approach Delay (s)	0.0	0.8	10.4	11.2
Approach LOS			B	B

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	708	5	4	855	9	11	10	4	3	13	0
Future Volume (vph)	1	708	5	4	855	9	11	10	4	3	13	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.980				
Flt Protected								0.978			0.991	
Satd. Flow (prot)	0	3510	1633	0	3535	0	0	1708	0	0	1904	0
Flt Permitted								0.978			0.991	
Satd. Flow (perm)	0	3510	1633	0	3535	0	0	1708	0	0	1904	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1007.9			1349.4			495.3			723.5	
Travel Time (s)		45.4			60.7			22.3			32.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	4%	0%	25%	3%	0%	0%	10%	25%	0%	0%	2%
Adj. Flow (vph)	1	753	5	4	910	10	12	11	4	3	14	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	754	5	0	924	0	0	27	0	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	708	5	4	855	9	11	10	4	3	13	0
Future Volume (Veh/h)	1	708	5	4	855	9	11	10	4	3	13	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	753	5	4	910	10	12	11	4	3	14	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	920			758			1225	1683	376	1311	1683	460
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	920			758			1225	1683	376	1311	1683	460
tC, single (s)	4.1			4.6			7.5	6.7	7.4	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.5			3.5	4.1	3.5	3.5	4.0	3.3
p0 queue free %	100			99			90	87	99	97	85	100
cM capacity (veh/h)	750			714			121	85	560	106	95	548

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	252	502	5	459	465	27	17
Volume Left	1	0	0	4	0	12	3
Volume Right	0	0	5	0	10	4	0
cSH	750	1700	1700	714	1700	115	96
Volume to Capacity	0.00	0.30	0.00	0.01	0.27	0.24	0.18
Queue Length 95th (m)	0.0	0.0	0.0	0.1	0.0	6.5	4.6
Control Delay (s)	0.1	0.0	0.0	0.2	0.0	45.7	50.2
Lane LOS	A			A		E	F
Approach Delay (s)	0.0			0.1		45.7	50.2
Approach LOS						E	F

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	40.7%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	20	318	2	17	320
Future Volume (vph)	1	20	318	2	17	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	85.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	2.5				100.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.871		0.999			
Flt Protected	0.998				0.950	
Satd. Flow (prot)	1523	0	1882	0	1615	1883
Flt Permitted	0.998				0.950	
Satd. Flow (perm)	1523	0	1882	0	1615	1883
Link Speed (k/h)	80		70			70
Link Distance (m)	79.4		1008.3			713.0
Travel Time (s)	3.6		51.9			36.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	10%	2%	2%	13%	2%
Adj. Flow (vph)	1	22	349	2	19	352
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	351	0	19	352
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	97		14	97	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.9%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	20	318	2	17	320
Future Volume (Veh/h)	1	20	318	2	17	320
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	22	349	2	19	352
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	740	350			351	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	740	350			351	
tC, single (s)	6.4	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.3	
p0 queue free %	100	97			98	
cM capacity (veh/h)	378	676			1149	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	23	351	19	352
Volume Left	1	0	19	0
Volume Right	22	2	0	0
cSH	653	1700	1149	1700
Volume to Capacity	0.04	0.21	0.02	0.21
Queue Length 95th (m)	0.8	0.0	0.4	0.0
Control Delay (s)	10.7	0.0	8.2	0.0
Lane LOS	B		A	
Approach Delay (s)	10.7	0.0	0.4	
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		

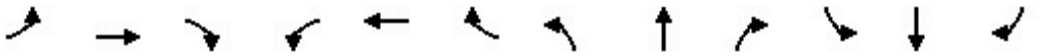
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	14	30	50	24	8
Future Volume (vph)	30	14	30	50	24	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957				0.966	
Flt Protected	0.967			0.982		
Satd. Flow (prot)	1590	0	0	1850	1772	0
Flt Permitted	0.967			0.982		
Satd. Flow (perm)	1590	0	0	1850	1772	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	307.8			204.8	258.0	
Travel Time (s)	22.2			14.7	18.6	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	7%	22%	2%	2%	2%	13%
Adj. Flow (vph)	38	18	38	63	30	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	101	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	14	30	50	24	8
Future Volume (Veh/h)	30	14	30	50	24	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	38	18	38	62	30	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	173	35	40			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	173	35	40			
tC, single (s)	6.5	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.5	2.2			
p0 queue free %	95	98	98			
cM capacity (veh/h)	786	983	1570			

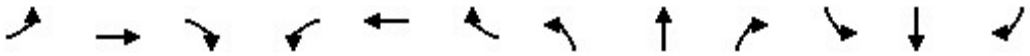
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	56	100	40
Volume Left	38	38	0
Volume Right	18	0	10
cSH	840	1570	1700
Volume to Capacity	0.07	0.02	0.02
Queue Length 95th (m)	1.6	0.6	0.0
Control Delay (s)	9.6	2.9	0.0
Lane LOS	A	A	
Approach Delay (s)	9.6	2.9	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	4	10	7	31	6	30	7	6	1	1
Future Volume (vph)	1	5	4	10	7	31	6	30	7	6	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.944			0.914			0.978			0.986	
Flt Protected		0.996			0.989			0.993			0.962	
Satd. Flow (prot)	0	1306	0	0	1658	0	0	1778	0	0	1657	0
Flt Permitted		0.996			0.989			0.993			0.962	
Satd. Flow (perm)	0	1306	0	0	1658	0	0	1778	0	0	1657	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		108.3			156.3			390.5			72.5	
Travel Time (s)		7.8			11.3			28.1			5.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	100%	60%	0%	0%	15%	4%	17%	0%	15%	0%	0%	100%
Adj. Flow (vph)	1	6	5	13	9	39	8	38	9	8	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	61	0	0	55	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.0%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	5	4	10	7	31	6	30	7	6	1	1
Future Volume (vph)	1	5	4	10	7	31	6	30	7	6	1	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	6	5	12	9	39	8	38	9	8	1	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	12	60	55	10
Volume Left (vph)	1	12	8	8
Volume Right (vph)	5	39	9	1
Hadj (s)	0.42	-0.27	0.01	0.27
Departure Headway (s)	4.5	3.8	4.1	4.4
Degree Utilization, x	0.02	0.06	0.06	0.01
Capacity (veh/h)	779	930	857	804
Control Delay (s)	7.6	7.0	7.3	7.4
Approach Delay (s)	7.6	7.0	7.3	7.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.2			
Level of Service	A			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	130	1	0	244	1	0
Future Volume (vph)	130	1	0	244	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999					
Flt Protected					0.950	
Satd. Flow (prot)	1762	0	0	1847	1825	0
Flt Permitted					0.950	
Satd. Flow (perm)	1762	0	0	1847	1825	0
Link Speed (k/h)	70			70	50	
Link Distance (m)	184.1			884.7	224.6	
Travel Time (s)	9.5			45.5	16.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	9%	0%	2%	4%	0%	2%
Adj. Flow (vph)	160	1	0	301	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	0	301	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

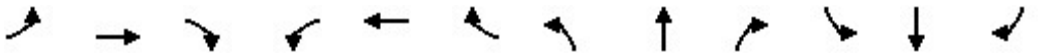
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	130	1	0	244	1	0
Future Volume (Veh/h)	130	1	0	244	1	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	160	1	0	301	1	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	184					
pX, platoon unblocked						
vC, conflicting volume			161		462	160
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			161		462	160
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1418		562	885

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	161	301	1
Volume Left	0	0	1
Volume Right	1	0	0
cSH	1700	1418	562
Volume to Capacity	0.09	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	11.4
Lane LOS			B
Approach Delay (s)	0.0	0.0	11.4
Approach LOS			B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	8	0	0	2	2	54	3	3	11	0
Future Volume (vph)	0	0	8	0	0	2	2	54	3	3	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.865			0.994				
Flt Protected								0.998			0.990	
Satd. Flow (prot)	0	1471	0	0	1662	0	0	1806	0	0	1761	0
Flt Permitted								0.998			0.990	
Satd. Flow (perm)	0	1471	0	0	1662	0	0	1806	0	0	1761	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		102.1			176.5			258.0			689.0	
Travel Time (s)		7.4			12.7			18.6			49.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	13%	2%	2%	0%	0%	6%	0%	0%	10%	2%
Adj. Flow (vph)	0	0	9	0	0	2	2	60	3	3	12	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	2	0	0	65	0	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	8	0	0	2	2	54	3	3	11	0
Future Volume (Veh/h)	0	0	8	0	0	2	2	54	3	3	11	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	9	0	0	2	2	60	3	3	12	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	86	85	12	92	84	62	12			63		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	86	85	12	92	84	62	12			63		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			100		
cM capacity (veh/h)	897	803	1037	881	804	1009	1620			1553		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	9	2	65	15
Volume Left	0	0	2	3
Volume Right	9	2	3	0
cSH	1037	1009	1620	1553
Volume to Capacity	0.01	0.00	0.00	0.00
Queue Length 95th (m)	0.2	0.0	0.0	0.0
Control Delay (s)	8.5	8.6	0.2	1.5
Lane LOS	A	A	A	A
Approach Delay (s)	8.5	8.6	0.2	1.5
Approach LOS	A	A		

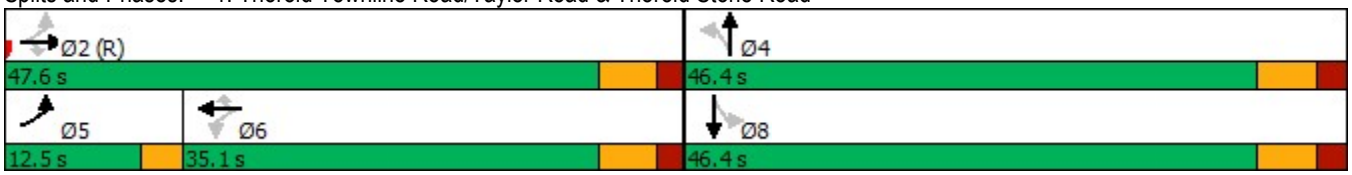
Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

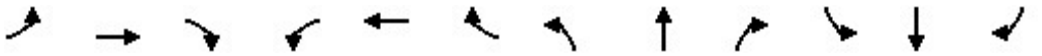
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	1027	52	36	796	26	59	80	20	51	149	249
Future Volume (vph)	236	1027	52	36	796	26	59	80	20	51	149	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	95.0		95.0	85.0		90.0	100.0		0.0	80.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	85.0			100.0			90.0			40.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969			0.906	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1722	3579	1512	1825	3579	1458	1706	1790	0	1825	1670	0
Flt Permitted	0.244			0.270			0.200			0.690		
Satd. Flow (perm)	442	3579	1512	519	3579	1458	359	1790	0	1326	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			74		17			111	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		291.4			1007.9			528.0			328.2	
Travel Time (s)		13.1			45.4			23.8			14.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	2%	8%	0%	2%	12%	7%	5%	0%	0%	3%	5%
Adj. Flow (vph)	243	1059	54	37	821	27	61	82	21	53	154	257
Shared Lane Traffic (%)												
Lane Group Flow (vph)	243	1059	54	37	821	27	61	103	0	53	411	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	4	4		8		
Detector Phase	5	2	2	6	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.5	35.1	35.1	35.1	35.1	35.1	46.4	46.4		46.4	46.4	
Total Split (s)	12.5	47.6	47.6	35.1	35.1	35.1	46.4	46.4		46.4	46.4	
Total Split (%)	13.3%	50.6%	50.6%	37.3%	37.3%	37.3%	49.4%	49.4%		49.4%	49.4%	
Maximum Green (s)	9.5	41.5	41.5	29.0	29.0	29.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	3.0	4.1	4.1	4.1	4.1	4.1	4.1	4.1		4.1	4.1	
All-Red Time (s)	0.0	2.0	2.0	2.0	2.0	2.0	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.1	6.1	6.1	6.1	6.1	6.4	6.4		6.4	6.4	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	2.5	6.0	6.0	6.0	6.0	6.0	2.3	2.3		2.3	2.3	
Recall Mode	None	C-Max	C-Max	None	None	None	None	None		None	None	
Walk Time (s)		11.0	11.0	11.0	11.0	11.0	15.0	15.0		15.0	15.0	
Flash Dont Walk (s)		18.0	18.0	18.0	18.0	18.0	25.0	25.0		25.0	25.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	61.1	58.0	58.0	42.7	42.7	42.7	23.5	23.5		23.5	23.5	
Actuated g/C Ratio	0.65	0.62	0.62	0.45	0.45	0.45	0.25	0.25		0.25	0.25	
v/c Ratio	0.53	0.48	0.06	0.16	0.51	0.04	0.69	0.22		0.16	0.82	
Control Delay	12.8	12.0	3.4	22.6	21.9	0.1	65.7	21.9		25.4	37.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	12.8	12.0	3.4	22.6	21.9	0.1	65.7	21.9		25.4	37.1	
LOS	B	B	A	C	C	A	E	C		C	D	
Approach Delay		11.8			21.2			38.2			35.8	
Approach LOS		B			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 89.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Thorold Townline Road/Taylor Road & Thorold Stone Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	1027	52	36	796	26	59	80	20	51	149	249
Future Volume (vph)	236	1027	52	36	796	26	59	80	20	51	149	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.1	6.1	6.1	6.1	6.1	6.4	6.4		6.4	6.4	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1722	3579	1512	1825	3579	1458	1706	1791		1825	1670	
Flt Permitted	0.24	1.00	1.00	0.27	1.00	1.00	0.20	1.00		0.69	1.00	
Satd. Flow (perm)	442	3579	1512	519	3579	1458	360	1791		1326	1670	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	243	1059	54	37	821	27	61	82	21	53	154	257
RTOR Reduction (vph)	0	0	21	0	0	15	0	13	0	0	83	0
Lane Group Flow (vph)	243	1059	33	37	821	12	61	90	0	53	328	0
Heavy Vehicles (%)	6%	2%	8%	0%	2%	12%	7%	5%	0%	0%	3%	5%
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	
Permitted Phases	2		2	6		6	4	4		8		
Actuated Green, G (s)	58.0	58.0	58.0	42.7	42.7	42.7	23.5	23.5		23.5	23.5	
Effective Green, g (s)	58.0	58.0	58.0	42.7	42.7	42.7	23.5	23.5		23.5	23.5	
Actuated g/C Ratio	0.62	0.62	0.62	0.45	0.45	0.45	0.25	0.25		0.25	0.25	
Clearance Time (s)	3.0	6.1	6.1	6.1	6.1	6.1	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	2.5	6.0	6.0	6.0	6.0	6.0	2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	440	2208	932	235	1625	662	90	447		331	417	
v/s Ratio Prot	c0.07	0.30			0.23			0.05			c0.20	
v/s Ratio Perm	c0.27		0.02	0.07		0.01	0.17			0.04		
v/c Ratio	0.55	0.48	0.04	0.16	0.51	0.02	0.68	0.20		0.16	0.79	
Uniform Delay, d1	9.5	9.8	7.0	15.1	18.2	14.1	31.8	27.8		27.5	32.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.7	0.1	0.9	0.7	0.0	16.0	0.1		0.1	8.9	
Delay (s)	10.7	10.5	7.1	16.0	18.9	14.1	47.8	28.0		27.7	41.8	
Level of Service	B	B	A	B	B	B	D	C		C	D	
Approach Delay (s)		10.4			18.6			35.4			40.2	
Approach LOS		B			B			D			D	

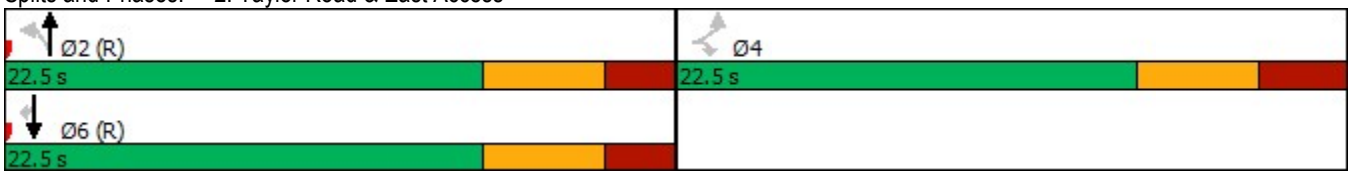
Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	89.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	12	7	312	428	1
Future Volume (vph)	10	12	7	312	428	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	110.0			80.0
Storage Lanes	1	1	1			1
Taper Length (m)	2.5		100.0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1141	933	981	1830	1865	816
Flt Permitted	0.950		0.505			
Satd. Flow (perm)	1141	933	522	1830	1865	816
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13				1
Link Speed (k/h)	50			70	70	
Link Distance (m)	70.6			713.0	427.2	
Travel Time (s)	5.1			36.7	22.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	60%	75%	86%	5%	3%	100%
Adj. Flow (vph)	10	13	7	325	446	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	13	7	325	446	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (m)	6.1	6.1	6.1	30.5	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	6.1	6.1	1.8	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)				28.7	28.7	
Detector 2 Size(m)				1.8	1.8	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases	4	4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	15.4	15.4	16.0	16.0	16.0	16.0
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.0	3.0	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	6.5	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0	4.0	2.5	2.5	2.5	2.5
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	10.0	10.0	40.3	40.3	40.3	40.3
Actuated g/C Ratio	0.22	0.22	0.90	0.90	0.90	0.90
v/c Ratio	0.04	0.06	0.01	0.20	0.27	0.00
Control Delay	14.3	9.0	4.0	3.1	3.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	9.0	4.0	3.1	3.4	4.0
LOS	B	A	A	A	A	A
Approach Delay	11.3			3.1	3.4	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 3.5		Intersection LOS: A	
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Taylor Road & East Access



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	12	7	312	428	1
Future Volume (vph)	10	12	7	312	428	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1141	933	981	1830	1865	816
Flt Permitted	0.95	1.00	0.50	1.00	1.00	1.00
Satd. Flow (perm)	1141	933	521	1830	1865	816
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	12	7	325	446	1
RTOR Reduction (vph)	0	12	0	0	0	0
Lane Group Flow (vph)	10	1	7	325	446	1
Heavy Vehicles (%)	60%	75%	86%	5%	3%	100%
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Actuated Green, G (s)	2.0	2.0	29.4	29.4	29.4	29.4
Effective Green, g (s)	2.0	2.0	29.4	29.4	29.4	29.4
Actuated g/C Ratio	0.04	0.04	0.65	0.65	0.65	0.65
Clearance Time (s)	7.1	7.1	6.5	6.5	6.5	6.5
Vehicle Extension (s)	4.0	4.0	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	50	41	340	1195	1218	533
v/s Ratio Prot				0.18	c0.24	
v/s Ratio Perm	c0.01	0.00	0.01			0.00
v/c Ratio	0.20	0.01	0.02	0.27	0.37	0.00
Uniform Delay, d1	20.7	20.6	2.7	3.3	3.6	2.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.2	0.1	0.6	0.9	0.0
Delay (s)	23.4	20.7	2.9	3.9	4.4	2.7
Level of Service	C	C	A	A	A	A
Approach Delay (s)	21.9			3.8	4.4	
Approach LOS	C			A	A	

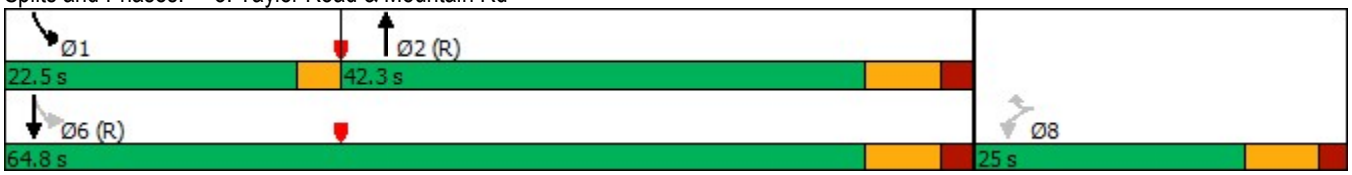
Intersection Summary			
HCM 2000 Control Delay	4.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	115	64	189	138	115	313
Future Volume (vph)	115	64	189	138	115	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	75.0	0.0		0.0	95.0	
Storage Lanes	1	1		0	1	
Taper Length (m)	100.0				100.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.943			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1789	1570	1714	0	1789	1865
Flt Permitted	0.950				0.510	
Satd. Flow (perm)	1789	1570	1714	0	961	1865
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		67	48			
Link Speed (k/h)	70		70			60
Link Distance (m)	184.1		195.9			753.7
Travel Time (s)	9.5		10.1			45.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	4%	8%	2%	3%
Adj. Flow (vph)	121	67	199	145	121	329
Shared Lane Traffic (%)						
Lane Group Flow (vph)	121	67	344	0	121	329
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (m)	6.1	6.1	30.5		6.1	30.5
Trailing Detector (m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Size(m)	6.1	6.1	1.8		6.1	1.8
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(m)			28.7			28.7
Detector 2 Size(m)			1.8			1.8
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Perm	Perm	NA		pm+pt	NA
Protected Phases			2		1	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases	8	8			6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	20.0		8.0	20.0
Minimum Split (s)	25.0	25.0	42.3		22.5	42.3
Total Split (s)	25.0	25.0	42.3		22.5	64.8
Total Split (%)	27.8%	27.8%	47.1%		25.1%	72.2%
Maximum Green (s)	18.0	18.0	35.0		19.5	57.5
Yellow Time (s)	5.0	5.0	5.0		3.0	5.0
All-Red Time (s)	2.0	2.0	2.3		0.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.3		3.0	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.4	2.4	2.4		2.8	2.4
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0	7.0	13.0			13.0
Flash Dont Walk (s)	11.0	11.0	22.0			22.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	11.7	11.7	52.7		68.1	63.8
Actuated g/C Ratio	0.13	0.13	0.59		0.76	0.71
v/c Ratio	0.52	0.25	0.34		0.15	0.25
Control Delay	44.2	11.4	9.6		3.6	5.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	44.2	11.4	9.6		3.6	5.4
LOS	D	B	A		A	A
Approach Delay	32.5		9.6			4.9
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 89.8			
Actuated Cycle Length: 89.8			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Taylor Road & Mountain Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	115	64	189	138	115	313
Future Volume (vph)	115	64	189	138	115	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.3		3.0	7.3
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.94		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1789	1570	1714		1789	1865
Flt Permitted	0.95	1.00	1.00		0.51	1.00
Satd. Flow (perm)	1789	1570	1714		960	1865
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	121	67	199	145	121	329
RTOR Reduction (vph)	0	58	20	0	0	0
Lane Group Flow (vph)	121	9	324	0	121	329
Heavy Vehicles (%)	2%	4%	4%	8%	2%	3%
Turn Type	Perm	Perm	NA		pm+pt	NA
Protected Phases			2		1	6
Permitted Phases	8	8			6	
Actuated Green, G (s)	11.7	11.7	52.7		63.8	63.8
Effective Green, g (s)	11.7	11.7	52.7		63.8	63.8
Actuated g/C Ratio	0.13	0.13	0.59		0.71	0.71
Clearance Time (s)	7.0	7.0	7.3		3.0	7.3
Vehicle Extension (s)	2.4	2.4	2.4		2.8	2.4
Lane Grp Cap (vph)	233	204	1005		756	1325
v/s Ratio Prot			c0.19		0.01	c0.18
v/s Ratio Perm	c0.07	0.01			0.10	
v/c Ratio	0.52	0.04	0.32		0.16	0.25
Uniform Delay, d1	36.4	34.2	9.5		4.2	4.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.3	0.1	0.9		0.1	0.4
Delay (s)	37.8	34.2	10.3		4.3	5.0
Level of Service	D	C	B		A	A
Approach Delay (s)	36.5		10.3			4.8
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	89.8	Sum of lost time (s)	17.3
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	13	3	250	418	8
Future Volume (vph)	0	13	3	250	418	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	40.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	2.5		100.0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.997	
Flt Protected			0.950			
Satd. Flow (prot)	1883	1601	1362	1847	1870	0
Flt Permitted			0.950			
Satd. Flow (perm)	1883	1601	1362	1847	1870	0
Link Speed (k/h)	48			60	60	
Link Distance (m)	375.1			753.7	268.8	
Travel Time (s)	28.1			45.2	16.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	34%	4%	2%	25%
Adj. Flow (vph)	0	14	3	269	449	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	14	3	269	458	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	13	3	250	418	8
Future Volume (Veh/h)	0	13	3	250	418	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	14	3	269	449	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	728	454	458			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	728	454	458			
tC, single (s)	6.4	6.2	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.5			
p0 queue free %	100	98	100			
cM capacity (veh/h)	389	606	954			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	0	14	3	269	458
Volume Left	0	0	3	0	0
Volume Right	0	14	0	0	9
cSH	1700	606	954	1700	1700
Volume to Capacity	0.00	0.02	0.00	0.16	0.27
Queue Length 95th (m)	0.0	0.5	0.1	0.0	0.0
Control Delay (s)	0.0	11.1	8.8	0.0	0.0
Lane LOS	A	B	A		
Approach Delay (s)	11.1		0.1		0.0
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

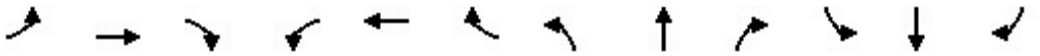
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	59	25	269	396	15
Future Volume (vph)	22	59	25	269	396	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	50.0	0.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	2.5		2.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1573	1812	1823	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1573	1812	1823	0
Link Speed (k/h)	50			70	70	
Link Distance (m)	204.8			328.2	1008.3	
Travel Time (s)	14.7			16.9	51.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	16%	6%	4%	27%
Adj. Flow (vph)	23	63	27	286	421	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	63	27	286	437	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			7.4	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.1%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	59	25	269	396	15
Future Volume (Veh/h)	22	59	25	269	396	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	23	63	27	286	421	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)		7				
Median type				None	None	
Median storage veh)						
Upstream signal (m)				328		
pX, platoon unblocked						
vC, conflicting volume	769	429	437			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	769	429	437			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	94	90	97			
cM capacity (veh/h)	360	626	1052			

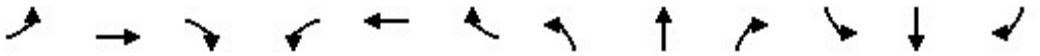
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	86	27	286	437
Volume Left	23	27	0	0
Volume Right	63	0	0	16
cSH	854	1052	1700	1700
Volume to Capacity	0.10	0.03	0.17	0.26
Queue Length 95th (m)	2.5	0.6	0.0	0.0
Control Delay (s)	12.5	8.5	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.5	0.7		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	230	21	30	163	1	13	4	36	2	1	0
Future Volume (vph)	1	230	21	30	163	1	13	4	36	2	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.999			0.908				
Flt Protected					0.992			0.988			0.968	
Satd. Flow (prot)	0	1801	0	0	1872	0	0	1690	0	0	1395	0
Flt Permitted					0.992			0.988			0.968	
Satd. Flow (perm)	0	1801	0	0	1872	0	0	1690	0	0	1395	0
Link Speed (k/h)		70			70			80			60	
Link Distance (m)		884.7			985.2			693.4			600.2	
Travel Time (s)		45.5			50.7			31.2			36.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	0%	0%	2%	0%	8%	0%	0%	50%	0%	2%
Adj. Flow (vph)	1	247	23	32	175	1	14	4	39	2	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	271	0	0	208	0	0	57	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

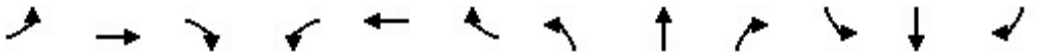
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	230	21	30	163	1	13	4	36	2	1	0
Future Volume (Veh/h)	1	230	21	30	163	1	13	4	36	2	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1	247	23	32	175	1	14	4	39	2	1	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	176			270			500	500	258	541	512	176
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	176			270			500	500	258	541	512	176
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.6	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	4.0	4.0	3.3
p0 queue free %	100			98			97	99	95	99	100	100
cM capacity (veh/h)	1412			1305			461	463	785	357	457	868

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	271	208	57	3
Volume Left	1	32	14	2
Volume Right	23	1	39	0
cSH	1412	1305	643	385
Volume to Capacity	0.00	0.02	0.09	0.01
Queue Length 95th (m)	0.0	0.6	2.2	0.2
Control Delay (s)	0.0	1.4	11.1	14.4
Lane LOS	A	A	B	B
Approach Delay (s)	0.0	1.4	11.1	14.4
Approach LOS			B	B

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	37.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1061	13	1	850	16	9	14	2	4	22	0
Future Volume (vph)	1	1061	13	1	850	16	9	14	2	4	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.989				
Flt Protected								0.982			0.993	
Satd. Flow (prot)	0	3579	1633	0	3565	0	0	1866	0	0	1908	0
Flt Permitted								0.982			0.993	
Satd. Flow (perm)	0	3579	1633	0	3565	0	0	1866	0	0	1908	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1007.9			1349.4			495.3			723.5	
Travel Time (s)		45.4			60.7			22.3			32.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	2%	7%	0%	0%	0%	0%	0%	2%
Adj. Flow (vph)	1	1094	13	1	876	16	9	14	2	4	23	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1095	13	0	893	0	0	25	0	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1061	13	1	850	16	9	14	2	4	22	0
Future Volume (Veh/h)	1	1061	13	1	850	16	9	14	2	4	22	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	1094	13	1	876	16	9	14	2	4	23	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	892			1107			1548	1990	547	1444	1995	446
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	892			1107			1548	1990	547	1444	1995	446
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			84	77	100	95	62	100
cM capacity (veh/h)	769			638			56	61	486	77	61	560

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	366	729	13	439	454	25	27
Volume Left	1	0	0	1	0	9	4
Volume Right	0	0	13	0	16	2	0
cSH	769	1700	1700	638	1700	63	63
Volume to Capacity	0.00	0.43	0.01	0.00	0.27	0.39	0.43
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	11.3	12.5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	94.6	99.9
Lane LOS	A			A		F	F
Approach Delay (s)	0.0			0.0		94.6	99.9
Approach LOS						F	F

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	40.7%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	31	289	0	28	414
Future Volume (vph)	0	31	289	0	28	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	85.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	2.5				100.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected					0.950	
Satd. Flow (prot)	1568	0	1883	0	1738	1883
Flt Permitted					0.950	
Satd. Flow (perm)	1568	0	1883	0	1738	1883
Link Speed (k/h)	80		70			70
Link Distance (m)	79.4		1008.3			713.0
Travel Time (s)	3.6		51.9			36.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	6%	2%	2%	5%	2%
Adj. Flow (vph)	0	33	304	0	29	436
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	304	0	29	436
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.9%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	31	289	0	28	414
Future Volume (Veh/h)	0	31	289	0	28	414
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	33	304	0	29	436
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	798	304			304	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	798	304			304	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	95			98	
cM capacity (veh/h)	347	726			1240	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	33	304	29	436
Volume Left	0	0	29	0
Volume Right	33	0	0	0
cSH	726	1700	1240	1700
Volume to Capacity	0.05	0.18	0.02	0.26
Queue Length 95th (m)	1.1	0.0	0.5	0.0
Control Delay (s)	10.2	0.0	8.0	0.0
Lane LOS	B		A	
Approach Delay (s)	10.2	0.0	0.5	
Approach LOS	B			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	26	12	26	55	30
Future Volume (vph)	5	26	12	26	55	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887				0.952	
Flt Protected	0.992			0.984		
Satd. Flow (prot)	1690	0	0	1853	1806	0
Flt Permitted	0.992			0.984		
Satd. Flow (perm)	1690	0	0	1853	1806	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	307.8			204.8	258.0	
Travel Time (s)	22.2			14.7	18.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	2%	2%	0%
Adj. Flow (vph)	6	30	14	30	64	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	44	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.7%		ICU Level of Service A	
Analysis Period (min) 15			

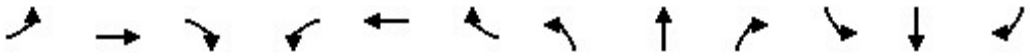
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	26	12	26	55	30
Future Volume (Veh/h)	5	26	12	26	55	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	30	14	30	64	35
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	140	82	99			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140	82	99			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	97	99			
cM capacity (veh/h)	850	984	1494			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	36	44	99
Volume Left	6	14	0
Volume Right	30	0	35
cSH	959	1494	1700
Volume to Capacity	0.04	0.01	0.06
Queue Length 95th (m)	0.9	0.2	0.0
Control Delay (s)	8.9	2.4	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	2.4	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	9	16	15	2	5	15	3	7	21	31	1
Future Volume (vph)	0	9	16	15	2	5	15	3	7	21	31	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.914			0.970			0.961			0.998	
Flt Protected					0.967			0.971			0.980	
Satd. Flow (prot)	0	1414	0	0	1802	0	0	1442	0	0	1879	0
Flt Permitted					0.967			0.971			0.980	
Satd. Flow (perm)	0	1414	0	0	1802	0	0	1442	0	0	1879	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		108.3			156.3			390.5			72.5	
Travel Time (s)		7.8			11.3			28.1			5.2	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	67%	0%	0%	0%	0%	20%	0%	43%	0%	0%	0%
Adj. Flow (vph)	0	13	23	21	3	7	21	4	10	30	44	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	31	0	0	35	0	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	9	16	15	2	5	15	3	7	21	31	1
Future Volume (vph)	0	9	16	15	2	5	15	3	7	21	31	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	13	23	21	3	7	21	4	10	30	44	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	36	31	35	75
Volume Left (vph)	0	21	21	30
Volume Right (vph)	23	7	10	1
Hadj (s)	0.03	0.00	0.36	0.07
Departure Headway (s)	4.2	4.2	4.5	4.2
Degree Utilization, x	0.04	0.04	0.04	0.09
Capacity (veh/h)	828	833	778	847
Control Delay (s)	7.4	7.3	7.7	7.6
Approach Delay (s)	7.4	7.3	7.7	7.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.5			
Level of Service	A			
Intersection Capacity Utilization	17.9%	ICU Level of Service	A	
Analysis Period (min)	15			

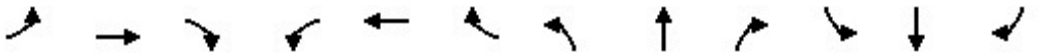
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	253	1	1	179	1	1
Future Volume (vph)	253	1	1	179	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	1822	0	0	1874	874	0
Flt Permitted					0.976	
Satd. Flow (perm)	1822	0	0	1874	874	0
Link Speed (k/h)	70			70	50	
Link Distance (m)	184.1			884.7	224.6	
Travel Time (s)	9.5			45.5	16.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	100%	100%	2%	100%	100%
Adj. Flow (vph)	266	1	1	188	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	267	0	0	189	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	253	1	1	179	1	1
Future Volume (Veh/h)	253	1	1	179	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	266	1	1	188	1	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)	184					
pX, platoon unblocked						
vC, conflicting volume			267		456	266
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			267		456	266
tC, single (s)			5.1		7.4	7.2
tC, 2 stage (s)						
tF (s)			3.1		4.4	4.2
p0 queue free %			100		100	100
cM capacity (veh/h)			891		417	585

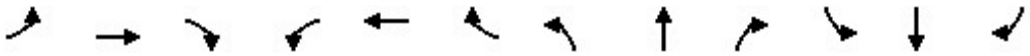
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	267	189	2
Volume Left	0	1	1
Volume Right	1	0	1
cSH	1700	891	487
Volume to Capacity	0.16	0.00	0.00
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s)	0.0	0.1	12.4
Lane LOS		A	B
Approach Delay (s)	0.0	0.1	12.4
Approach LOS			B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	3	0	1	1	28	0	0	66	0
Future Volume (vph)	0	0	3	3	0	1	1	28	0	0	66	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.973							
Flt Protected					0.962			0.999				
Satd. Flow (prot)	0	1662	0	0	1798	0	0	1581	0	0	1921	0
Flt Permitted					0.962			0.999				
Satd. Flow (perm)	0	1662	0	0	1798	0	0	1581	0	0	1921	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		102.1			176.5			258.0			689.0	
Travel Time (s)		7.4			12.7			18.6			49.6	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	0%	0%	2%	0%	0%	22%	2%	2%	0%	2%
Adj. Flow (vph)	0	0	4	4	0	1	1	35	0	0	83	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	5	0	0	36	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	3	3	0	1	1	28	0	0	66	0
Future Volume (Veh/h)	0	0	3	3	0	1	1	28	0	0	66	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	0	0	4	4	0	1	1	35	0	0	82	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	120	119	82	123	119	35	82			35		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	120	119	82	123	119	35	82			35		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	854	771	983	852	771	1044	1528			1576		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	5	36	82
Volume Left	0	4	1	0
Volume Right	4	1	0	0
cSH	983	885	1528	1576
Volume to Capacity	0.00	0.01	0.00	0.00
Queue Length 95th (m)	0.1	0.1	0.0	0.0
Control Delay (s)	8.7	9.1	0.2	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.7	9.1	0.2	0.0
Approach LOS	A	A		

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	13.5%	ICU Level of Service	A	
Analysis Period (min)	15			